

# The Mining Journal

## RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 267.—Vol. X.]

LONDON: SATURDAY, OCTOBER 3, 1840.

[PRICE 6D.]

### PUBLIC COMPANIES.

#### MEETINGS.

**TRELEIGH CONSOLIDATED MINING COMPANY.**—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of the shareholders will be held at the company's office, on Wednesday, the 7th of October next, at Twelve for One o'clock.

By order of the board,  
ROWLAND NICHOLSON, Sec.

**TREGOLLAN MINING COMPANY.**—The directors hereby give notice, that a SPECIAL GENERAL MEETING of shareholders will be held on Wednesday, the 4th day of October next, at the office of the company, 6, St. Mildred's-court, Poultry, London, at One o'clock in the afternoon precisely, to consider the expediency of making a further call on the shares in this company, to determine the amount thereof, and to give the directors such authority in respect of the same as may be deemed necessary.

By order of the board,  
S. RUXTON, Sec.  
Poultry, Sept. 26.

**UNITED HILLS MINING COMPANY.**—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders of this company will be held at their office, in Adam's-court, on Thursday, the 23d day of October instant, at One o'clock precisely, for the purpose of deciding on the propriety of instituting Chancery or other proceedings against Sir Thomas Turtin, for the recovery of the money held by him, as arrears of salary, or adopting such other resolutions in respect of the claim as may appear expedient. Also, by virtue of a requisition from certain shareholders, "for the purpose of removing Sir Thomas Turtin, Bart., from the office of a director of this company, and appointing another director in the place of the said Sir Thomas Turtin, if so removed."

JAMES SMITH, Secretary.

**WHEAL WALLIS MINING COMPANY.**—Notice is hereby given, that a SPECIAL MEETING of the shareholders in the above mine will be held at this office, on Thursday, the 29th of October next, at Four o'clock in the afternoon, for the purpose of taking into consideration the disposal of those shares on which the last call has not been paid.

By order of the directors,  
HENRY CARR, Sec.

#### CALLS.

**BRISTOL AND EXETER RAILWAY.**—CALL OF TEN POUNDS per share, being the Tenth Instalment, and making, with former calls, the sum of £100 per share.—The directors of this company, under the provisions of the Act of Incorporation, hereby give notice, that the proprietors of shares are required to PAY, on or before the 6th day of October next, at any of the undermentioned banks, the sum of TEN POUNDS on each of their respective shares, viz.:

London—Messrs. Glyn, Halfax, Mills, and Co.,  
Liverpool—The Bank of Liverpool.  
Manchester—Messrs. Wm. Jones, Lloyd, and Co., the South Lancashire Bank.  
Bristol—Messrs. Miles, Harford, and Co., Messrs. Halliwell, Amos, and Co., Messrs. Stuckey and Co.'s Banking Company, or at either of their branches; the West of England and South Wales District Bank, or at either of its branches; the National Provincial Bank of England.  
Exeter—Messrs. Sanders, Sons, and Co., Messrs. Cole, Holroyd, and Co., the Devon and Cornwall Banking Company, Messrs. Milford and Co., the West of England and South Wales District Bank, or at either of its branches.  
The bankers are instructed to charge interest at the rate of 5 per cent. per annum on all arrears.

FREDERICK RICKETTS, Chairman.  
J. B. BADHAM, Secretary.

Office, 36, Broad-street, Bristol, Sept. 4.  
Interest at the rate of 5 per cent. per annum will be allowed on payments in anticipation of calls.

**THE MINING AND SHIPPING INTEREST.**—Her Majesty's Royal Letters Patent, for Improvements, has been granted to ANDREW SMITH, engineer, Mill-wall, Poplar, and Princes-street, Leicester-square, for his improved methods of making Ropes of Wire instead of Hemp, applicable to various purposes. The patent consists of improved methods of preventing oxidation, and combining Wires in such a manner that they are more flexible than any hemp rope of the same strength, and the appearance of the rope much improved. In consequence of the great strength of the material, it has been found by experiments made in her Majesty's Dockyard at Woolwich, by order of the Lord Commissioners of the Admiralty, that a two-inch Patent Wire Rope bore half a ton more strain than a seven-inch hemp rope. For instance—a hemp rope, one hundred fathoms long, used in a deep pit, weighs upwards of a ton; a Patent Wire Rope, of equal strength, is only one third that weight; hence the difference of working or winding up the two ropes is found to be a saving of three horse power by the use of the Patent Wire Rope, and 30 per cent. in price. The annexed scale of tests of Hemp and Wire Ropes, along with the comparative sizes and weight, will at once be apparent—this rope has been in use upwards of three years.

#### TEST OF HEMP AND PATENT WIRE ROPE.

Showing the comparative size and weight per fathom for equal strength.  
The following test has been made at the Chain Cable Proof House, at Withy-moor, near Dudley, July 25, 1840, for which a certificate has been given by the proprietor of the machine.

(Signed) SAMUEL LEWIS.

Description.	Size.	Bore without Breaking.	Broke at.	Second Breaking.	Third Breaking.	Weight per Fathom.
	inch.	inch.	Tons.	Tons.	Tons.	lbs. or.
Flat.	4 by 4	11	11 1/2	6	3	7 6
"	3 1/2 by 3 1/2	7	7 1/2	4	1	4 15
"	3 by 3	4	4 1/2	2	1	2 5
Round.	3 inch.	16 1/2	17	8	3	7 0
"	2 1/2 inch.	12	12 1/2	6	2	5 15
"	1 1/2 inch.	6 1/2	7	4	1	2 15

It will be seen by the above, that, instead of breaking short, like chain or hemp rope, it took three separate strains to break it entirely.

Further information may be obtained on application to William Fox and Co., licensed sole manufacturers, or Mr. Andrew Smith, the patentee, at the offices, 76, Old Broad-street, City, where specimens of the various ropes may be seen; and also at the office of Fox, Hawkins, and Hickling, Birmingham.

#### MANUFACTORY—MILL-WALL, POPLAR.

**YORKSHIRE AND LANCASHIRE CENTRAL AMERICAN LAND AND EMIGRATION COMPANY.**

DIRECTORS.  
EDWARD PARKINS, Esq., Chairman.  
Thomas Reynolds, Esq.  
Alexander Oswald, Esq.  
Thomas Reynolds, jun., Esq.  
With power to add to their number.  
SECRETARY—Thomas McWilliam, Esq.

SUPERINTENDENT OF THE COLONY—W. Upton, Esq.  
BANKERS—Messrs. Wright & Co., 5 and 6, Henrietta-street, Covent-garden.  
SOLICITORS—R. B. GARGrave, Esq., 19, Buckingham-street, Strand.  
London Office, 32, Great St. Helen's, Bishopsgate-street.

The company's territory in progress of colonization, between the navigable rivers Tinto and Plantain, in Victoria Province, Central America, is within fifty days' sail of the British Channel, and the Mail Steam Packets, to be placed on the West India station next year, will reduce the passage to twenty-one days.

The company's land is held by a grant from the Native King, who is protected by the British Government.

The government of the country is regulated by British Commissioners, under the direction of her Majesty's Superintendent of Honduras.

The following extracts give a brief but correct account of the country—

Captain Wright, senior officer of his Majesty's naval force at Honduras, in a dispatch addressed in the year 1836 to Lord Castlereagh, then Colonial Secretary, uses the following forcible language in reference to this country—"Any description I can give will fall very short of the actual facts, either as to the produce of the country, or the disposition and sincere affection of the inhabitants towards the British nation. No country enjoys more advantages from water carriage, for, besides numerous rivers, which are navigable for small craft up to the very interior, a chain of lagoons line the coast, accessible at the mouths of different rivers. The climate is mild for those latitudes, and, being continental, not near so hot as the islands of the same parallel."

Captain Speer describes the country as full of large rivers, that run some hundred miles up into a fine and fertile country; the soil producing every thing that usually grows in North America and the West Indies.—*Colonization Magazine.*

Captain Speer, after describing the country, says, "this is a small sketch of one of the finest and healthiest tracts of country in the world. It hath been in the possession of His Britannic Majesty's subjects upwards of 136 years, and is the only retreat for our people cutting logwood in the Bay of Honduras. It encourages it will be a valuable settlement, and not liable to the ill consequences which change of climates have upon the European constitutions. It is a country of experience attracts that men usually live to a greater age than in Europe."—*West India Pilot.*

The company are prepared to deliver land orders for sections, of 100 acres, at 1s. per acre.

These orders will leave for the colony in November and December.

Full information can be obtained by application to either of the agents, or the secretary.

**IMPERIAL BRAZILIAN MINING ASSOCIATION.**—Notice is hereby given, that the TRANSFER BOOKS will CLOSE on the 15th inst., and re-open on the next day after that of the General Meeting in November, of which due notice will be given.  
GEORGE THOMAS, Secretary.  
Winchester House, October 1.

**TO CIVIL ENGINEERS.**—A young gentleman who has completed his articles, and who can make himself useful either in the field, or office, is desirous of an engagement as an assistant with a civil engineer, but being anxious to obtain (immediate) active employ, and more practical experience in his profession, a moderate salary will only be required the first year. Address (post-paid) to "A. B.," Mr. Odam's chemist, Bishop Stortford, Herts.

**SLATE WORKS.**—To a Company, or Individual, desirous of OPENING a SLATE QUARRY, the opportunity of a favourable speculation is now offered on a freehold estate, in the quiet and favourable neighbourhood of Ulverston and the Lakes, in the county of Lancaster. "A. B.," Newbybridge, Lancashire, will direct a person to show the premises, and will receive proposals.

**SLATE QUARRIES.**—A person of experience, who, having been industrious for the last fifteen years in seeking for Slate Quarries, &c., has of late succeeded in finding out, in two different places, capital Veins of Slates, of as good a quality as any in North Wales, and would wish to enter into partnership, or treat for the same, with any respectable company. The veins have been partially opened—are close to each other—and may be conveniently shipped into the same port, the distance not above six miles from the shipping place. Further particulars may be had, on application (post-paid), to Mr. R. Jones, printer and auctioneer, Dolgelly.

#### CARMARTHENSHIRE.

**TO BE LET, ON LEASE, all those SEAMS of ANTHRACITE COAL and IRONSTONE,** lying under the several farms of Myddenfyth and Park Hendry, containing, by admeasurement, 324 acres, or thereabout; there are several veins of from about three to nine feet in thickness, all of which cut very large. The strata under this property has a very moderate dip, which is a great advantage in working to a profit. The Llanelly Railroad passes through part of this property, and is now ready to convey any quantity of coal that might be worked to the port of Llanelly—distance about 114 miles.

For further particulars, and to treat for the same, apply to Messrs. W. and H. Williams, Land and Mineral Surveyors, Swansea; or J. G. Jeffreys, Esq., solicitor, Swansea.

**TO BE LET ON LEASE.**—All those SEAMS of BITUMINOUS and STEAM-PACKET COAL, lying under the PERTHE GLYSON ESTATE, situate in Taff Vale, within eighteen miles of Cardiff, and six of Merthyr Tydfil. There are several veins of from four to nine feet in thickness, all cutting large, and the strata is very favourable to profitable working. The Glamorgan-gare Canal passes right through the property, and the Taff Vale Railway runs within fifty yards of it, so that this colliery will have the great advantage of a choice of transit, and the capabilities are to any extent, as to annual quantity and duration. The proprietor is desirous of embarking a considerable share of the capital necessary for outlay. For further particulars, apply to William Brough and Son, mineral surveyors, Neath, Glamorganshire.

**TIN-PLATE AND BOILER-PLATE WORKS.**—TO BE SOLD, those newly erected works, the PRIMROSE TIN-PLATE AND BOILER-PLATE WORKS, situated on the Swansea Canal, eight miles from Swansea, in the immediate vicinity of anthracite, bituminous, and free burning coals; also, iron mine and limestone. These works consist of a complete set of tin houses, a forge, and a rolling mill, worked by a water-wheel thirty feet diameter and twelve feet wide, and capable of making 200 boxes of tin-plate, or 50 tons of boiler-plate and sheet iron, or from 200 to 300 tons of bar iron per week; and at a trifling expense, may be applied to rolling copper sheets and bolts. For particulars, apply to the proprietor, William Parsons, Primrose Works, Swansea.—Letters to be prepaid.  
N.B.—The trade supplied with boiler plate and sheet iron of every description.

#### LONDON AND BIRMINGHAM RAILWAY.—THIRD CLASS TRAIN.

The public are informed that on and after Monday, the 8th of October next, a TRAIN for the conveyance of Third Class Passengers in open carriages, Private Carriages, and Horses, will leave the Euston Station, London, for Birmingham, every morning (except Sundays) at Seven o'clock; and Birmingham, for London, every afternoon at Two o'clock.

The fares and rates for the entire journey between London and Birmingham will be—

Passengers ..... £14 0  
Private Carriages ..... 3 0 0  
Horse Boxes ..... 4 0 0

And in proportion for intermediate distances.

The train is appointed to leave the several stations as under—

DOWN TRAIN.	UP TRAIN.
Leaves London ..... at 7 a.m.	Birmingham ..... at 2 p.m.
Harrow ..... 20 min. before 8	Hampton ..... 20 min. before 3
King's Langley ..... 10 min. before 8	Croydon ..... 20 min. before 4
Box Moor ..... 10 min. before 8	Rugby ..... 10 min. before 4
Berkhamstead ..... 10 min. before 8	Crick and Welton ..... 20 min. before 5
Tring ..... 10 min. before 8	Weedon ..... 20 min. before 5
Cheddington ..... 10 min. before 8	Blisworth ..... 20 min. before 5
Leighton ..... 10 min. before 8	Wolverton ..... 20 min. before 5
Bletchley, and Fenny Stratford ..... 25 min. before 10	Wolverton ..... 20 min. before 5
Wolverton ..... 10 min. before 10	Wolverton ..... 20 min. before 5
Leighton ..... 10 min. before 10	Wolverton ..... 20 min. before 5
Cheddington ..... 10 min. before 10	Wolverton ..... 20 min. before 5
Tring ..... 10 min. before 10	Wolverton ..... 20 min. before 5
Berkhamstead ..... 10 min. before 10	Wolverton ..... 20 min. before 5
Crick and Welton ..... 20 min. before 10	Wolverton ..... 20 min. before 5
Rugby ..... 20 min. before 10	Wolverton ..... 20 min. before 5
Box Moor ..... 20 min. before 10	Wolverton ..... 20 min. before 5
King's Langley ..... 20 min. before 10	Wolverton ..... 20 min. before 5
Hampton ..... 20 min. before 10	Wolverton ..... 20 min. before 5
Arriving in London about 10 o'clock	Arriving in London about 10 o'clock

Note.—Carriages and horses will be required to be at the stations at least a quarter of an hour before the time of departure of the train.

When the stalls of the horse boxes are not filled, a groom will be allowed to accompany the horses in the box of charge.

Ample time will be allowed to passengers for refreshment at the Euston station, distant six miles from London.

Euston Station, September 17.

By order, R. CREED, Secretary.

#### COUNTY FIRE OFFICE and PROVIDENT LIFE OFFICE.

50, Regent-street, Piccadilly. Established 1830.

Captain, a MILLION STERLING AND UPWARDS.

President—Hon. Earl GREY.

FOUNDER AND DIRECTORS.

His Grace the Duke of Rutland

The Marquess of Northampton

The Right Hon. Lord King

The Right Hon. Lord Northwick

Sir W. E. Webb, Bart.

Sir John Lubbock, Bart.

The County is the only fire office which has constantly made returns to the Insurers, and for a long series of years. These returns have varied from 10 to 25 per cent., and have amounted to upwards of £100,000.

In the Life-office, nearly the whole of the profits are divided among the parties insured. Their effect may be judged of from a policy taken out by his late Majesty on his own life for £20,000, which additions increased to £200,000.

Upwards of thirty insurance offices having broken up within a few years, and about 500 new ones having been projected within the last two or three years, it may be necessary to observe, that all the substantial advantages provided by such new offices have been long realized under the plan and management of the Provident Life Office.

J. A. BEAUMONT, Secretary.

#### AGRICULTURAL AND GENERAL LIFE ASSURANCE COMPANY.

25, NEW BRIDGE STREET, BLACKFRIARS, LONDON.

Western Branch—20, Suffolk-place, Pall-Mall East.

ADVANTAGES OFFERED BY THIS COMPANY.

Protection securities for the benefit of the assured, not presented by any other institution. The most economical rates of premium consistent with safety—

adapted to European and East Indian and Colonial possessions. An increasing scale for securing loans on deposit, requiring a less immediate payment for the whole term of life than usually demanded. Premiums payable annually, half-yearly, or monthly. Age admitted in the policy. Policies granted from £10 to £100,000. Claims payable in one month after proof of death; and 5 per cent. immediately after satisfactory proof thereof wherever desired. Policies effected in Ireland or Scotland recoverable in the Courts of that country. Endowments and annuities, immediate and deferred, on advantageous terms. A board of management in attendance daily. Medical men remunerated for their reports.

C. F. KICKMAN, Resident Manager.

A Special Commission allowed to solicitors and agents.

Applications for the office of agent to the institution in the different towns of the Kingdom are invited, addressed to the Resident Manager, at the house of the company.

### THE PATENT SAFETY FUSE.

FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonials to its usefulness with which the Manufacturers have been favoured from every part of the Kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.:

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, RICKFORD, SMITH, and DAVY, Camborne, Cornwall.

### HIGH-PRESSURE STEAM-ENGINE FOR SALE, of costly

workmanship, nearly equal to new, having been at work about twelve months—price, including the two boilers, 200 guineas. May be seen at work at the Polytechnic Institution, Regent-street, where an Engine of peculiar construction is to be substituted.

### POLYTECHNIC INSTITUTION.—In consequence of a very

general request, and with a view to the instruction and amusement of the younger class who crowd the Exhibition during the Michaelmas Holidays, the Institution WILL NOT BE CLOSED till the evening of the 10th of this October. STEVEN'S PATENT PADDLE-WHEEL, an efficient mode of applying STEAM POWER is added to the various models in motion; also DR. SPIRIG'S MODEL, for a SAFETY CARRIAGE ON RAILROADS. THE CHROMATIC FIRE CLOUD, and many of the present scientific works, will be withdrawn at the close for additions and changes at the re-opening. The CHOROEOLIAN, with accompaniments, at Four o'clock.—A new edition of the catalogue, with illustrations.

Admission—ONE SHILLING. 309, Regent-street.

### POLYTECHNIC INSTITUTION, 309, Regent-street, London.

The arrangements of the laboratory being now perfected, analyses, and assays of earths and metals, will be made, under the immediate superintendence of Mr. Maugham. The value attached at the present moment to the several descriptions and properties of earths, renders their correct analyses matter of infinite importance to the agriculturalist—mineral properties, hitherto unexplored, are frequently escape observation, and their value being realized above the want of knowledge, or the various minerals being subjected to analyses. The proprietors of landed and mineral property, as well as the practical miner, and the capitalist, are now enabled, at an easy cost, to acquire accurate and detailed information with reference thereto, application being made, either personally, or by letter, to Mr. Maugham, at the Institution, 309, Regent-street.

The Institution is open daily, where are exhibited the several models and working machinery, which have of late proved so attractive, embracing, among others, Hall's Hydraulic Bell, the Daguer type, the Diving Bell, Col. Pasley's Vulture Experiments, Mr. Green's Propulsion of the Balloon, with daily lectures on the Steam Engine, Heat, Electricity, &c.

RANKLEY'S PATENT RAILWAY.—Models of this novel mode of railway communication, which has attracted so much interest, are to be seen in operation daily.

Catalogues, containing accurate descriptions of the several models and articles exhibited, may be had at the rooms.

### HALL'S PATENT HYDRAULIC BELT, OR WATER

ELEVATOR.—This important invention is at once simple and powerful. It consists of an endless woollen band, or belt, to which the velocity of 1000 feet per minute being given, a larger quantity than in the case of a common pump is raised and discharged in a uniform and continuous stream. The advantages of the Hydraulic Bell are, that it is simple, regular, and adapted to any depth, and applicable to mines, coal pits, salt works, and all other purposes where pumps are required. It may readily be worked by manual, horse, water, or steam power.

Applications to be made, and further information to be obtained at the office of Mr. Webb, 20, Great Marlborough-street, Regent-street, London.

### NEW METALLIC ROPE.—NEWALL'S PATENT.—These

ropes have been found, by experience, to possess very great advantages over every other kind of rope or chain for mines and railways. They are STRONGER, LIGHTER, CHEAPER, and MORE DURABLE. Arrangements are being made for adequately supplying the demand. Parties requiring such ropes are requested to make application to the patentees, R. S. Newall and Co., Dundee, August 24.

### THAMES TUNNEL.—Open to the public every day (except

Sundays) from Nine in the morning until dark. Admission One Shilling each. The Tunnel is eleven hundred and forty feet in length, brilliantly lighted with gas, and the entrance is on the Surrey side of the river, close to Rotherhithe Church. The Shield has been advanced to within the limits of the company's wharf at Wapping.

By order, J. CHARLIER, Clerk to the Company.

Company's Office, Walbrook buildings, Walbrook, September 1840.

N.B.—Conveyances to Rotherhithe, by omnibus, from Piccadilly, Charing Cross, Fleet street, and Greenchurch street; and, by steam boats, from Chelsea, Vauxhall, Lambeth, Hungerford, Queenhithe, the Old Shades Pier, and London Bridge, to the Tunnel Pier at Wapping.

### BRISTOL AND EXETER RAILWAY COMPANY.—At a

Special General Meeting of the proprietors of this company, duly convened, for the purpose of finally determining on the expediency of granting a lease of the Bristol and Exeter Railway to the Great Western Railway Company, on the terms submitted to the Half Yearly General Meeting of the proprietors of that company on the 2d instant, held at the Merchants' Hall, in the City of Bristol, on Tuesday, the 26th of September, and by adjournment on Wednesday, the 30th of September, 1840, FREDERICK RICKETTS, Esq., in the chair,

Edward Dwyer, Esq., M.P., moved, and Arthur Howe Hulseworth, Esq., seconded the following resolution, viz.:

That the terms of agreement entered into on the 14th of August last, between the proprietors of this company and of the Great Western Railway Company, for a lease from this company to the latter, printed copies of which agreement have been circulated, be, and the same are, hereby approved and accepted; and the board of directors are hereby authorized and empowered to affix the common seal of this company to a lease to be prepared in conformity to the said agreement, to be settled by Sir William Follett, according to his construction of the said agreement, in case of difference, as provided by the said agreement.

That in the event of Sir William Follett declining or being incapable of settling the draft of such lease, the same be referred to Mr. Dwyer, or any other arbitrator at law, to whom the directors of the two companies may mutually agree to refer the same.

And the same having been put to the vote by show of hands, the chairman declared his inability to decide the result, and that a poll must be taken. Whereupon

A. H. Hulseworth, Esq., moved, and James Gibbs, Esq., seconded,

And it was resolved unanimously—

That the poll be forthwith commenced and proceeded with until six o'clock; after which hour the meeting shall stand adjourned until to-morrow at ten o'clock in the forenoon, for the purpose of continuing the poll until two o'clock in the afternoon, when the same shall be closed, and the result declared.

And it was also resolved unanimously—

That Messrs. Robert Fletcher and Thomas Carlin shall be the scrutineers to conduct the poll and to report the result.

Moved by Dr. Miller, and seconded by James Gibbs, Esq.,

25.—That the thanks of this meeting be respectfully presented to the Society of Merchant Venturers, for their kindness in granting the use of their Hall.

FREDERICK RICKETTS, Chairman.

The chairman having quitted the chair, it was taken up by James Gibbs, Esq., when

Thomas Fraser, Esq., moved, Sir John Hale seconded,

And it was resolved by acclamation,

That the cordial thanks of this meeting be given to Frederick Ricketts, Esq., for his able and judicious conduct in the chair.

JAS. GIBBS, Deputy Chairman.

### MERCHANTS' HALL, BRISTOL, Sept. 30th.

At the adjourned meeting, the scrutineers reported, that on taking the poll, it appeared that there were—

750 persons Who voted in favour of the resolution.

1400 persons Who voted against the resolution.

1400 persons Who voted against the resolution.

1400 persons Who voted against the resolution.

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## PROCEEDINGS OF PUBLIC COMPANIES.

## EASTERN COUNTIES RAILWAY.

A very large and influential meeting of the proprietors of this company, specially convened, was held at the London Tavern, on Tuesday, 29th ult.

HENRY BONAQUET, Esq., in the chair.

In order clearly to understand the position in which the company are placed, it is necessary to premise, that at the recent general meeting it was announced that the directors had been unable to borrow the whole, or even any considerable portion, of the amount authorised by the company's Acts to be taken up on loan, and that, therefore, some other means must be devised to raise the sum of £53,333, requisite (with the balance in hand and calls still due) to complete the railway to Colchester. Upon that occasion a resolution was passed, requesting the board to take the matter into their consideration, and when they had devised a plan to call a special meeting. Accordingly, a few days after the meeting referred to, viz.—on the 29th of August, the directors issued circulars, stating that they proposed to submit a plan for the issue of 64,000 new shares, of the nominal value of 25s. each, at a discount of 18s.—in other words, that whenever 7s. per share was paid up, by certain instalments, the holder should be entitled to receive a dividend upon the full amount of 25s., in common with the holders of original shares. Subsequently, certain influential proprietors resident in Liverpool proposed another plan, and a second set of circulars were issued by the directors a few days previous to the present meeting. The Liverpool plan was in effect this—that debentures or mortgages should be issued of 8s. 6s. 8d., to be paid by certain fixed instalments, and to bear interest at the rate of 5 per cent., the holders of the debentures (which were to be distributed *pro rata*, according to the shares) being entitled at any time previous to the 5th of October, 1843, to demand of the company "in respect of every sum of 8s. 6s. 8d. paid up, a share or interest in the undertaking equal and equivalent in all respects to any one of the 25s. shares now existing." There were various legal technicalities for carrying this proposition into effect, into which we need not enter. The present meeting was called to consider which of the above plans (if either of them) it was most desirable to adopt.

The CHAIRMAN having briefly opened the proceedings, and explained that the directors were anxious to leave the matter wholly to the decision of the meeting.

Mr. DUNN (the company's solicitor) read a long report from the directors, which stated that doubts had been thrown upon the legality of issuing shares at a discount, and the report alluded to various cases in which a similar course had been pursued. It then adverted to the Liverpool proposal, as above explained, and stated that while the latter had its peculiar advantages, either scheme would, in the opinion of the directors, effect the object in view, and they pledged themselves that whichever might be chosen would be promptly acted upon. It also alluded to certain estimates of traffic which had been spoken of at the last meeting, and explained that a detailed abstract of them had been appended to the report, in compliance with the wish then expressed. These estimates had been made from actual observation, under the superintendence of Captain Moorhouse, of Birmingham, then one of the directors, and everything of a doubtful character had been omitted. It would be quite impossible to give these very lengthy calculations, but the following general abstract will supply the result:—

Passengers, parcels, private carriages, and mail bags.....	£150,197 11 4
Deduct 40 per cent. for expenses.....	100,079 1 6
	50,118 9 10
Merchandise.....	48,292 1 8
Live stock, coal, &c.....	30,206 15 4
Guano.....	11,289 0 0
	89,815 17 0
Deduct 50 per cent. for expenses.....	44,718 9 6
	45,096 18 4

Rent and tollage from the Northern and Eastern Railway Company, as calculated by their secretary, Mr. TILL..... 24,310 0 0

Net revenue..... £119,426 8 4

It was explained that this sum of £119,426, would give 10 per cent. dividend upon the increased capital of the company, or 14 per cent. upon the original capital. The report stated that, at the request of certain influential proprietors, the directors had instructed Mr. Locke, the engineer of the Grand Junction and South-Western lines, to examine and report upon the cost of the uncompleted portion of the Eastern Counties line, as far as Colchester. The works already executed were described as of really unrivalled execution. The report then adverted at considerable length to the recent melancholy accidents upon the line.

The report having been read, several questions were put—in answer to which, it was stated that the opinion of Mr. Wightman and Mr. Cowling, two eminent authorities, had been taken as to the legality of issuing shares at a discount, and these gentlemen were decidedly of opinion that they might safely be so issued. It was further stated, that, in the opinion of these parties, the debenture plan was likewise perfectly legal.

Mr. SWART (of Liverpool) moved a series of resolutions to carry into effect the debenture scheme, explaining that it had originated with Mr. John Moss, the eminent banker of Liverpool, and that it was free from various objections urged against the other plan of shares; besides, that it afforded many facilities for raising money, as bankers would take these debentures by way of security for a loan.

Mr. KNOX moved, as an amendment—"That preference shares be issued." He proposed to create 25s. shares, to the number of 21,000; these shares to be issued at par, and to be guaranteed 7½ per cent. dividend; he thought this was much better than raising the money at so ruinous a discount. If the debenture scheme were carried out, the holders would be receiving 21 per cent., while the holders of original shares were receiving no more than 7 per cent. The sum of 7,700, a week net profit would suffice to pay this 7½ per cent. on these 21,000 shares. Mr. AUSTON, who seconded the amendment, spoke strongly against the issue of so many debentures, or shares, at so heavy a discount.

It was urged forcibly by the DEPUTY CHAIRMAN (Theodore Rathbone, Esq.) and other directors, that the preference plan was impracticable, and that they could never, under it, raise the money, which was wanted immediately. The great discount of the debentures, or new shares, had been caused by the present depreciated price of the company's original stock in the market.—Ultimately the amendment was negatived by a very large majority. The resolution for the issue of debentures on the plan proposed was then carried unanimously.

A very tedious discussion ensued, principally upon points of law connected with the scheme of debentures. In order to save the expense of stamp duty, the directors propose to combine several of the 8s. debentures into one sum, so as to make one stamp suffice—the distinctive numbers of the debentures being still preserved.—It was contended by Mr. CORLEAND (a solicitor) that this was not legal, but it was explained that high advice had been taken on the matter.

Mr. CORLEAND further urged against the details of the scheme, as bringing it within the operation of the usury laws—inasmuch, as, in addition to 5 per cent. interest on the mortgage or debenture, the holder might have the advantage of becoming a proprietor in the railway.—In answer to this, it was stated that the moment the party began to be a proprietor, he ceased to be a bondholder, and that, after all, it might not be a benefit, but a loss, to become a proprietor. The "commerce" case was referred to, in which parties anxious to enter into a commercial partnership place their funds at the command of the firm with which they propose to become connected, at 5 per cent. interest, until they can examine for themselves whether it be desirable to become a partner—in which case the money so advanced becomes part of the stock of the firm as soon as the new partner is admitted.

In the course of the discussion it was stated, that parties in arrears on shares will be permitted to hold debentures, but will not be allowed to transfer them, and that if the instalments on those debentures are not paid at the time fixed, the option of converting them into shares will be taken away.

On the motion of Mr. MATHER, a resolution was unanimously passed, confirming the forfeiture of 392 shares, upon which certain calls were in arrears. The shares in question were specified.

A vote of thanks was then passed by acclamation to the chairman, for his conduct in the chair, and having been suitably responded to, the meeting broke up.

## BRISTOL AND EXETER RAILWAY.

A special general meeting of the proprietors of this company was held at the Merchant's Hall, Bristol, on Thursday, the 29th ult.

FREDERICK RICHARDS, Esq., in the chair.

The question of leasing the line to the Great Western Company was discussed at the last half-yearly meeting of the proprietors and left for the decision of the present special general meeting. The terms of the lease were, as before stated, a rental of the line for the term of five years from its completion to Exeter, at a rental of 30,000l. per annum to Exeter; a proportional addition, as opened to Taunton, Wellington, &c., toll of a farthing per ton per mile for merchandise, and the same sum per head for passengers.

The CHAIRMAN having briefly stated the object of the meeting—Mr. DIVETT (member for Exeter) moved a resolution empowering the directors to execute the lease. He said he had most maturely considered the question in all its bearings, and was satisfied that the lease would forward the best interest of the company; it would yield a return to the shareholders of 5 per cent., and be extremely beneficial, by promoting the speedy completion, and developing the traffic of the line. The resolution having been seconded.

W. C. BERNARD, Esq., asked a number of questions of the managing director, for the purpose of eliciting information as to the grounds upon which the directors had fixed the amount of rental. Mr. Bernard then read over some calculations of his own, which, he contended, fully proved that the lease was not required, and that the probable returns of the line, taking the *minimum* calculation of traffic, and the *maximum* of costs, would yield a handsome return to the shareholders. Mr. Bernard was followed by several other proprietors, and was replied to by C. B. FRIPP, Esq., and others, all of whom contended that, without resorting to the lease, the company was not in a condition, financially considered, to complete the line within anything like a reasonable time.

After a considerable desultory discussion, the motion was put to the meeting, when the show of hands being pretty nearly equal, the chairman said he was unable to decide. A poll was then fixed, and after the voting had been continued till six o'clock, the meeting adjourned till the following morning, when the polling recommenced at ten o'clock, and was continued with much spirit up to two, at which hour the books were finally closed. The following was officially announced as the result:—

IN FAVOUR OF THE RESOLUTION.	AGAINST THE RESOLUTION.
Holding 582 shares	Holding 1481 shares
With 2550 votes.	With 164 votes.
Making a majority of three-fifths, and a surplus of 728 votes in favour of the resolution.	

After the declaration of the result of the poll, Mr. BERNARD asked whether he might have a statement of the votes by proxy, as he had reason to believe that the issue of the polling had altogether depended upon the votes by proxy from Manchester shareholders, obtained by the secretary, who was sent up by the board to solicit them. These remarks of Mr. Bernard, were received by the meeting with symptoms of great dissatisfaction.

The SECRETARY stated, with great animation, that any report either that the board had directed, or that he had solicited a single proxy was grossly untrue. That having been informed that newspapers with inflammatory, one-sided statements had been circulated at Manchester, he had been desired by the directors to afford to the Manchester and Liverpool shareholders a fair upright statement of the facts of the case relative to the lease. This he had done to the best of his ability, and whoever asserted the contrary, asserted that which was untrue. Those who implied that the Manchester shareholders could be persuaded out of their deliberate judgment by him, knew but little of the shrewdness and intelligence of those gentlemen, and paid them a very ill compliment.

The chairman, Mr. Frupp, and other directors then bore handsome testimony to the correctness of the secretary's statement; and the chairman dismissed the meeting amidst the cheers of all present.

## MINAS GERAES MINING COMPANY.

A special general meeting of the proprietors of this company was held on Wednesday, the 30th ult., at their offices, Tokenhouse-yard, in order to afford the shareholders an opportunity of putting any questions to Mr. Hocheder (who has now returned from Brazil) they might think proper, on the causes of the failure of the Morro das Almas Mine.

J. D. POWERS, Esq., in the chair.

The CHAIRMAN said that he would propose to read to the meeting the following statement, drawn up by Mr. Hocheder, explaining the essential points on the subject of the failure of the mine, and then any proprietor might have an opportunity of judging for himself, and putting further questions:—

Having returned to this country, I think it right to offer to the proprietors of the Minas Geraes Mining Company personally any explanations which might be desired of me, as to the unfortunate result of the undertaking of this company, and in doing so I beg to explain particularly the main point which caused the deplorable failure of the concern—viz., that the gold-bearing formation at Morro das Almas, during the time this company was working on it, had almost suddenly diminished in its horizontal extent, and gradually altered in its nature and worth at an increasing depth. The whole extent of the mineral ground on the run of the main bed has been estimated to be about one thousand six hundred fathoms, but which virtually only proved to be, at the horizon of the adit level, about eight fathoms, and on its available extent, only fifty fathoms, the bed having, unfortunately, when penetrating further on its course, diminished in width, and "cut out." The above mentioned extent of 160 fathoms refers to the surface of ground on which workings of the ancients exist, in the direction of the main bed, and which, of course, were reasonably considered as in connection with the formation on which the workings were then carried on. The "cutting out" of the bed in depth, and particularly in its extent on its course, has been the cause—and the sole cause—of the failure of this undertaking. It may be said the cause of this failure is attributed to either want of professional knowledge, or to want of accurate attention to the subject at the previous examination of the property. In answer to this, I beg to say, that it is beyond the sphere of the geologist or the miner to know how far beds or lodes may extend when there is no indication observable of any terminus of them; the bed of Morro das Almas was cutting itself out after a few fathoms penetrating on its course, which, unhappily, is not within the power of man to foresee.

The value of the ore raised by the company had been far below the standard reported in the prospectus. It was stated to be, from sixteen heads, four to six ounces, or, in medium, five ounces per hour, or nearly 40 grains Troy per ton of ore, whilst our actual result, at the commencement of operations, was only 247 grs. This deficiency is, however, understood, when considering that the value of the ore, in going deeper, progressively diminished in its rate. The property passed into the hands of the company seventeen months subsequent to the time of the contract—on my last visit and examination in 1833, in which period the mine had been worked by the former owners during the space of about nine months, and about three fathoms in depth worked out, and, since we found that the value of the ore had diminished at increased depth, it is reasonable to suppose that it had been subject to a similar fate during that interval of working. The bed had then been worked at an average of from three to four feet in width, whilst we, at the commencement, were working it from six to nine feet—that is, double the width of the former workings. Now, we found the contents of the bed to be 247 grs. per ton; but we had to work the double width of the bed, from it having got wider by the intermixture of kila, and, consequently, the rate of the value of the ore, under equal circumstances, could only have been half of that estimated, namely, 123 grs. per ton. I am, therefore, satisfied when the bed was more solid, and the gold concentrated in it. The ore then originally diminished in its value, down to one-fifth of the contents at first estimated, and even to one-twentieth in the rate of the coarse gold. I, therefore, do not see any reason that the value of the ore had been overrated, or misrepresented, either from want of sufficient attention in the examination, or from any other payable cause.

That the mine had been rich in the hands of the former proprietors is beyond dispute, and I beg to offer another instance of its former celebrity—Senior PARRIS, of Paris, who was in the habit of buying gold from the proprietors, must have been in a condition, to judge of the produce of the mine, as he became a shareholder, having originally bought 50 shares in this undertaking, and retained them to the present day. The great confidence I entertained in the property of this mine, indeed, has induced me to take 100 shares myself, and I purchased fifty shares in 30 when we had already commenced operations, having still been improved with favourable hopes, and which were equally shared with me by Mr. TROTT, who strongly advised me to hire the mine but to purchase it out, by paying the duty to government of 5000 sterling. It may also be said, that when in the course of open work, the mine had progressively been falling off, and that it would have been more prudent to abandon the concern at an earlier period, and to save by this loss of money subsequently embarked. It cannot be denied that this would have been the wiser course, but this could not be foreseen. I had, up to the last, reasons to hope for an improved state of the concern, and for some new discoveries in our veins.

Several of the proprietors expressed their dissatisfaction of the unfortunate result of this undertaking, having been led to anticipate far different prospects, and strongly adverted to the circumstance that Mr. Hocheder should have realised the contract on his return to Brazil in 1836, when he found the principal workings were filled with water, and that he had not insisted upon performing another examination of the mouth of the mine, but that he should have given the amount of money

\* Mr. Hocheder (partner of the former) stated here, in London, in 1836, that he had bought gold of Dr. Cliffe to the amount of 5000 sterling.

for the property originally agreed upon, seeing that the mine was not then in a productive state, but filled with water.

Mr. HOCHEDER explained, that the circumstance of the mine having been found out of drainage, did not depreciate the value of the mine, as it had not retarded the operations in such a degree as to make it a point worthy of consideration, when taking in view the prospects anticipated in the enterprise, and that no fresh examination was contemplated, as there were no grounds to imagine the value of the ore had diminished in the interval; and as for an examination regarding the productive extent of the bed, no result could have been obtained from a mere examination—working during a long time only could have brought this point to a disclosure.—Thanks having been voted to the chairman, the meeting separated.

## GREAT WHEEL CHARLOTTE MINING COMPANY.

The half-yearly general meeting of the shareholders of this association was held at the George and Vulture Tavern, Cornhill, on Wednesday last, the 30th ult. G. B. CARR, Esq., in the chair.

The SECRETARY having read the advertisement convening the meeting, the following report from the agent was submitted:—

## REPORT.

Sept. 28.—I beg to hand you my monthly report, and shall add to it such remarks on our future prospects as will, I hope, enable you satisfactorily to answer the inquiries which may be expected from the shareholders at your expected half-yearly meeting. The pump, or engine shaft, has been sunk seven fathoms and three feet below the seventy-two fathom level; the south wall of the lode, has been met with at this depth; we shall not cut it until absolutely necessary, as, when this is done, we shall require larger pumps than we are now able to sink with. This we must immediately prepare for, as the whole of the lode will come into the shaft by the time we are deep enough for an eighty-two fathom level. I am accordingly looking out for a second-hand lift of pumps of the proper size. We have set the shaft for this month at 250 per fathom, and hope to get on rapidly in sinking it. Should we not be hindered by any unforeseen cause, I trust it will be completed in a sufficient depth for the next level by the end of November.

The seventy-two fathom level has been driven about seventeen fathoms west and nineteen east from the engine shaft; in the western level the lode has been, generally speaking, hard, and has produced from two to three tons of ore per fathom, but in the present end the lode is improving—it is from three to four feet wide, and will turn out nearly four tons of ore per fathom; it is still hard, but as we may hope for the future that there will be little, if any, insurance from water, I hope soon to see this level coming under the hands of ore which we had in the sixty-two fathom level last year.

The seventy-two east has at times, during the last six months, looked very promising, but the branches of ore we have had in it have been very short, it is now producing about two tons per fathom, and the lode in it is of a kindly nature. In my last report I noticed the increase of water from this level, and its effect in diminishing the western ground, and expressed a hope that we might be able to resume sinking a winze under the sixty-two. This has, however, been attempted, but found so troublesome, that we have been obliged to desist from sinking the winze, and to effect the desired communication by means of the rise over the seventy-two. We made a bargain with the men to complete this for 36d.—they have worked well, and will, we expect, hole to the winze in the course of to-day or to-morrow.

The sixty-two fathom level has been driven about seventy fathoms west from the shaft; nearly all this ground was more or less productive, and a very good bunch of ore was passed through for several fathoms, in the latter part of last year—to this succeeded a length of several fathoms, in which the lode was large, and contained a good deal of ore, but much corrupted by mud and black jack. In the latter part of July last a considerable improvement took place in this level, which has continued to the present time, the last ten fathoms driven will yield, on an average, from six to seven tons per fathom—it is now turning out about eight tons, worth 5s. per ton.

The fifty-two west has, during the last six months, laid open some ground, which will yield ore at high tributes—it has now reached the alide, and is stopped. The men who worked in it are employed at present in sinking a winze to communicate with the workings in the back of the sixty-two fathom level, which is much wanted for ventilation. As soon as this winze and that which is intended to communicate with the seventy-two are completed, we shall be able to employ a much larger number of men in breaking ore in the back and bottom of the sixty-two fathom level, and shall increase our returns materially.

The 151 tons of ore which we have for sale next Thursday, will, I hope, produce about 1000l. Our next sampling will be in about seven weeks from this time—say 17th November—and I hope we shall somewhat increase our quantity—say, perhaps, 180 tons. In the months of November and December I hope we shall see a considerable increase in our raisings. Captain Stephens and Captain Trevellian give me to expect as much as 750 tons, which would bring, at the present improved standard price of copper, about 1600l.

Our cost will, of course, be swelled by the charges consequent on a larger production of ore, under the heads of tribute, winze-drawing, dressing, &c.; besides which, we shall have to provide a new lift of pumps from the seventy-two to the eighty-two, which will, I suppose, cost from 700 to 800. I hope, however, not to exceed 1100l. per two months.

You must, I think, be prepared for a loss to the following amount—say  
Loss on July and August months—about £570 0 0  
Ditto on September and October ditto ..... 330 0 0  
Ditto on November and December ditto ..... 100 0 0  
Total ..... £1000 0 0

Of course, all calculations as to a further period than this must be liable to some uncertainty, but I confidently expect that, with the commencement of the year 1841, Great Wheel Charlotte will be meeting her cost, and should the standard continue at its present rate, and our present favourable prospects not deceive us, we shall, I hope, after that time, receive the reward of perseverance in the shape of dividends of profit.

After some desultory discussion with respect to the general state of the financial affairs of the company, in the course of which the directors stated that there was every probability of the call of five shillings per share being sufficient to bring the undertaking into a profitable state of working, the thanks of the shareholders were voted to the chairman, and the meeting adjourned.

## HEREFORDSHIRE AND GLOUCESTERSHIRE CANAL.

A general meeting of the proprietors of this canal was held at the Feathers Hotel, Ledbury, on Thursday, the 24th ult.

The Rev. K. E. MONEY in the chair.

The report on the state of the works was very satisfactory, the committee expressing their conviction, after a careful survey, that the main part of the line between Ledbury Wharf and Ashporton, upon which the heaviest portion of the works occurred, would be completed within the estimated cost, notwithstanding that the payments for land had been much larger than was expected. The three locks, communicating with the summit level, would be completed before November next, when the trade of the canal would be brought up to the town of Ledbury, from which an immediate increase of traffic was anticipated, and by the end of August, next year, the canal would be opened for the conveyance of goods to the distance of 74 miles beyond Ledbury, by which extension the trade would, in all probability, be doubled, if not trebled. When it was recollected that the present annual average receipts of the canal, subject as it was to suspension and loss of trade for many months of the year from want of water, was 18000l., the committee anticipated a profitable traffic on the completion of the whole of the works. The estimated expense of the line to Hereford was 76,000l., of which sum 45,000l. was to be raised by preference shares, and they recommended that the remainder should be obtained by mortgage at 5 per cent. upon the tolls of the canal. The report concluded by a reference to the completion of the Birmingham and Gloucester Railway, which would open a direct communication with all the large manufacturing towns of the north, and thus operate most beneficially upon the interests of the canal.

By the statement of accounts presented to the meeting, it appeared that the receipts amounted to 21,477l. 3s. 3d., and the expenditure to 21,266l. 3s. 4d.—leaving a balance in hand of 1811l. 2s. 14d.—Mr. Ballard (the company's engineer) read a satisfactory report on the state of the works, the leading features of which are embraced in the statement of the committee.

The report was unanimously adopted, and a resolution passed for raising the sum of 35,000l. in the manner suggested by the committee.

Votes of thanks were then passed to the committee (who were re-appointed for the current year) and to the chairman, after which the meeting separated.

## SEVERN NAVIGATION COMPANY.

A meeting of the shareholders of this company was held at the Guildhall, Worcester, on Tuesday, the 22d ult., to take into consideration the proposition to raise funds for making another application to Parliament for the improvement of the river.

J. W. LEE, Esq., in the chair.

The business was opened by a statement to the effect that 1098 shareholders had assented to pay an additional 10 per cent. per share; 160 had dissented, and the remainder had not sent in any answer. A letter was also read from the clerk to the Staffordshire Canal Company, expressing their approbation of the proposal to apply to Parliament again, but wishing to know who was to "select" the application.—Upon this the CHAIRMAN said that, considering the small number of shareholders who had agreed to pay the additional call, it was useless, in his opinion, for the company to continue its existence, for they could not apply to Parliament unless they had money.—M. PIERPOINT, Esq., upon this rose, and moved a resolution declaratory of the dissolution of the company. He adverted to the interests concerned in the navigation of the Severn, who had extended them so support; and he spoke in broad terms of the rivalry between the Stafford and Worcester and the Birmingham and Worcester Canal Companies, who, he said, would eventually prevent any improvement of the river being carried into effect so long as they pulled in opposition to each other.—The resolution having been carried, others were passed, providing for the distribution of the company's property, and requesting the committee to associate themselves together with power to add to their number, for the purpose of watching any opportunity that might occur for carrying the improvement of the river into effect.



## MINING CORRESPONDENCE.

## ENGLISH MINES.

## HOLMESHAM MINING COMPANY.

Sept. 28.—I beg to inform you that Hithins's shaft is sunk to a depth of 33 fms. 2 ft. 8 in., and the ground still of a favourable description for sinking. In the 100 fathom level, west of the engine-shaft, the lode is much improved, being at present 1 ft. 4 in. wide, and worth three tons of ore, or about 25l. per fathom. In the winze sinking below this level the lode is 1 ft. 3 in. wide, and worth about 24 tons of ore per fathom, worth 5l. per ton. In the ninety fathom level, west of James's winze, the lode is ten inches wide, and worth about 7l. per fathom. In the ninety fathom level west of Diana's winze, the lode is assuming a very encouraging appearance, being now about 1 ft. 8 in. wide, and worth four tons of ore, or 35l. per fathom. The eighty end, west of the engine-shaft, is not yet through the large cross-course. In the level east of the engine-shaft the lode is 1 ft. 6 in. wide, and composed of muddle and spar, with rich stones of copper ore. This level, east of Suel's winze, on the north lode, is at present suspended. In the new winze, sinking below the eighty fathom level, the lode is 1 ft. 8 in. wide, and worth four tons of rich ore, or about 40l. per fathom. The stopes in the back of this level are still a rich course of ore, the lode being from 2 ft. to 2 ft. 6 in. wide, and worth about 60l. per fathom. The stopes in the back of the seventy fathom level are still very productive; the lode 1 ft. 8 in. wide, and worth about 34 tons of ore, or 30l. per fathom. In the sixty fathom level, south of the lead course, the lode is six inches wide, producing good work for silver-lead ore. In the level east of the engine-shaft the lode is still about 1 ft. 8 in. wide, composed of muddle, spar, and peach, carrying a small proportion of copper ore. The lode in the stopes, in the back of this level, is one foot wide, and worth about 15l. per fathom. The tribute pitches are still very productive. We expect to sample to-morrow, the 29th inst., at Calstock-quay, about 210 tons of good quality ore. F. PHILLIPS.

## TRETTON MINING COMPANY.

Sept. 28.—Herewith you have my report on the operations of this mine from the 21st to the 28th instant. The ground in engine-shaft is favourable; the lode is still disordered—split in two parts; each contains a little ore. The lode in thirty end is about fifteen inches wide, producing dressing work, and opening tribute ground. The lode in a winze, sinking on this end, is about eighteen inches wide, producing proving work, and laying open profitable tribute ground. The lode in thirty end is about nine inches wide, unproductive at present. The lode in rise, back of this level, is eighteen inches big, yielding good dressing work. The lode in the twenty end is about fourteen inches wide, producing tolerable work, and opening good tribute ground. The twenty cross-cut has intersected John's lode, about six inches big, ore, but not rich. The lode in the ten end is about eight inches big, producing good dressing work, and opening profitable tribute ground. The lode in the rise, back of ten fathom level, is small, and poor at present. The adit end east is not yet through the lode intersected in south cross-cut, adit level, west of John's, or rather the cable belonging to the lode. We have sunk a shaft about seven or eight fathoms in search of the Mine Park lode, and are now cross-cutting at that level for the said lode. Computed quantity of ore raised in September about 170 tons.

## WHEAL LEEDS MINING COMPANY.

Truro, Sept. 24.—We sold this day 44 tons of ore, at 5l. per ton; 31 ditto, at 14s. 6d. ditto; and 20 ditto, at 11s. 13d. ditto.

## C. H. RICHARDS.

Sept. 26.—In the eighty fathom level, east of engine-shaft, the lode is 1 ft. 6 in. wide, very kindly. In the eighty fathom level, west of ditto, the lode is one foot wide, good ore. In the cross cut, south of the eighty fathom level west of eastern shaft, ground very hard. The seventy fathom level is as good for ore as it has been, but the end is fourteen fathoms from the winze, and a winze cannot be worked from the sixty till the end has been as far as the seventy fathom, which at present is seven fathoms from it. The lode in winze, in the seventy fathom level, let down so much water that we could not keep it out with a 4 inch lift or box, therefore we suspended it on Tuesday last. A winze has been set to sink under the seventy fathom level west of western shaft, and the sixty end east of ditto has been set to drive.

## TINCROFT MINING COMPANY.

Sept. 29.—No material alteration has taken place in the appearance of this mine since my last, with the exception of an improvement in the 100 fathom level east for tin; all other places remain stationary. W. PAUL.

## TRELIGH CONSOLS MINING COMPANY.

Sept. 26.—At Cristoe, the ends, generally speaking, have been poor for the last week; but the fifty east, and forty west, are looking better, and no doubt they will still improve—in fact, the fifty and sixty west are not yet clear of the cross-course. The lode in sinking continues to look well. At Shanger we have commenced a winze under the adit, about twenty-five fathoms west of Good Fortune-shaft, to communicate to the twenty fathom level. This level is now extended about thirty fathoms, and has a very promising appearance; the lode is three feet wide, all saving work to dress, though not rich. W. SINCOCK.

## TAMAR SILVER-LEAD MINING COMPANY.

Sept. 28.—As Captain Rowe will have to give you his monthly report this week, we only just write to say, that the mine on the whole is still looking favourable; the ninety end is still a promising level, and the 105, which is getting under the ore ground, is also improving. M. JAMES.

## WEST WHEAL JEWELL MINING ASSOCIATION.

Sept. 28.—In the fifty-seven cross-cut south the ground is much the same as last reported. The forty two and thirty west, on Wheal Jewell lode, not taken down in the past week. The forty two east, on this lode, from two to three feet wide, worth 12l. per fathom. The forty two and thirty cross-cuts south, on Hodge's cross-course, ground more favourable. The twenty west, on south lode, worth 12l. per fathom, still very favourable for driving. The rise, in the back of the twelve, on Wheal Jewell lode, is worth 5l. per fathom. S. LEAN.

## FOURTEEN MINING COMPANY.

Sept. 25.—We find the Downright lode, in going west, at the twelve fathom level, is of a promising nature; it is about one foot wide, and worth about 80ct. of black tin per 100 sacks. We hope this improvement here will prove of great assistance. The lode in the twenty-two fathom level going east of Dorcas's is at present not so productive for tin as stated in my last report; it still continues its size, being large, and very promising, as far as appearances go, and is still producing some good work. We are strongly of opinion this level will soon become again more valuable. We have set on four men to stop the back of this level on tuskwork, at 50s. per fathom. We hope the tin will continue as good as the present appearances, in that case we shall raise a great deal of tin. In Dorcas's shaft we have a lode two feet wide, but during the past week has proved poor for tin. At Murray's we broke last month, we calculate, about nine or ten tons of copper; the prospects there are much the same as heretofore. We sold last week 6122 lbs. 10d. worth of tin, and 1611 2s. 10d. worth of copper, particulars you have handed you in the usual way. R. ROWE.

## REDMOOR CONSOLIDATED MINING COMPANY.

Sept. 28.—The 40 fathom level cross-cut is driven about 3 fms., ground somewhat harder than hitherto. In the 20 fathom level east appearances much the same—lode large, but unproductive. Tribute pitches, working at the twenty fathom level, on the copper lode, continue to yield ore of good quality. Hurl Down adit shaft is sunk 13 fms. 3 ft., ground favourable. At the south mine, when driving the shallow adit level cross-cut to intersect the silver-lead lode, I beg to observe, some fathoms previous to intersecting the lode or branch which we have been driving on, we passed through three or four feet of hollow or loose natured ground, from which issued a considerable stream of water, but not having the least appearance of a lode, no further notice was taken of it, but in consequence of the lode or branch which we have been prospecting being so much disordered, we have been induced to open north a little on the place before mentioned, and from this present appearance, we are led to question whether this is not the main lode, however, we are not prepared to confirm this opinion from the little we have seen of it. S. HANFORD.

## UNITED WHEAL CHARLOTTE MINING COMPANY.

Sept. 28.—Adit End East.—The lode in this end is small, producing but little ore. Adit End West.—In driving west, at this level, the lode is about 1 ft. 6 in. wide, with stones of ore. Two Fathom Level.—No ground driven since last week. Thirty Fathom Level.—In this winze the lode is three feet wide—two feet good ore. Thirty-six Fathom Level.—We can report no alteration in either of these ends since last week. In the winze sinking below this level the lode is two feet wide, good ore. Forty Fathom Level.—In driving east of eastern shaft the lode still continues its size, and very good for ore. The lode in Webster's winze is four feet wide, coarse in quality. West of James's shaft the lode is two feet wide, with but little ore. Nettie's Winze.—In this winze the lode is four feet wide—two feet good ore. Stopes, west of winze.—Lode 2 ft. 6 in. wide, good ore. Diagonal Shaft.—In sinking this shaft the lode is from three to four feet wide, with some good stopes of ore. Eastern Shaft.—In this shaft the lode is 2 ft. 6 in. wide, with a small quantity of ore. Fifty Fathom Level.—In driving east of Williams's shaft the lode is three feet wide, poor at present. West of ditto the lode is four feet wide, with ore throughout. Williams's Shaft.—No lode broken as yet in this shaft. C. FERRIS.

[The report received from the agents of the mines of this company will be found under the head "Public Companies."]

## FOREIGN MINES.

Dispatches from the Mexican mining establishments have been received, by the *Scorpion* (Lieut. Parsons); she sailed from Tampico on the 24th July, Vera Cruz on the 31st of August, and Havannah on the 16th, and brings on freight \$808,650. Advances have also been received from the Brazilian mines to the 31st July, by her Majesty's packet *Sheldrake*, having a freight of about 24,000l.

## IMPERIAL BRAZILIAN MINING ASSOCIATION.

Rio Janeiro, July 30.—The packet not having got out this morning, we profit of the circumstance to inform you a continuance of the discussion of the deposit question in the Chambers has taken place, under, we hope, favourable circumstances, and we shall be truly glad to be enabled to advise the successful termination of the present session.

## NAYLOR, BROTHERS, AND CO.

Gold return, from June 24th to 30th, six days (stamps), 21lbs. 4oz. 6dwts. Total for the year ending the 30th of June, 748lbs. 6oz. 9dwts. 6grs.

From July 1st to 18th, eighteen days (stamps), 23lbs. 8oz. 9dwts. 12grs. Total, 32 lbs. 1 oz. 9 dwts.

Rio, July 29.—The captain's quarterly report, herewith, explains the locality where produce has been obtained, and the appearance of the ground worked through during the last three months, and could not be elucidated by anything I could say on this subject. I had directed them to be very explicit in regard to the vein in the fifty-three fathom level, and I hope their statement in that respect will be sufficient to place the subject in a clear light before you. We are now beginning to experience considerable inconvenience in the workings at the east end of the mine, which are every day becoming deeper under the level of the main adit (forty-eight fathoms), and, consequently, every day more troublesome and expensive, by the decrease of the pumping force and exertions required. The middle ground has continued during this quarter to be our paymaster, the east having continued poor, as before, and the western ground not having realised, in the parts worked, the hopes which had been formed of it, and which must still be entertained, and will, no doubt, be realised in the sequel of our progress through that extensive field, which the continuation of the body of jaconites existing in Gongo may be traced through, and even beyond Socorro, into the estate of Captain Gadhara, also your property. The district of your mine called Cunha continues, like your western ground, to give hopes of produce, founded on legitimate deductions, from its apparent condition. You will observe with pleasure, from the captain's quarterly report, that we can, and do, manufacture taboos for enough for the consumption of the mining works. The report of the committee, which includes the question of your deposit, after being on the order of the day for a month, and postponed from day to day by urgent state matters, came on to-day to the vote in regard to the amendment of adjournment which had been made. The adjournment applied, however, only to item No. 1 of the report, in which you have no interest whatever. Your claim being item No. 2, would not have been affected by the motion, which remains to be decided to-morrow. If the adjournment of item No. 1 be carried, item No. 2 will still be disposed of; and, even if item No. 1 be negatived, No. 2 may, and will be carried, notwithstanding the recent alteration in the position of parties, and the absence from the Chamber of Deputies of our great supporter, Senor Honorio Hermesto Carneiro Lead, confined to his house by illness. G. V. DUVAL.

## BRAZILIAN MINING COMPANY.

Cata Branca, July 4.—The gold troop, with 192lbs. 8oz. 9dwts. 17grs., will leave this for Rio on the 6th instant, and I cannot but express my congratulations to you on the occasion of this our best remittance leaving Cata Branca, and certainly our appearances in the mine warrant the hope of many such. W. T. GRIFFITHS.

## [Letter missing.]

July 14.—As we anticipated, the return for the past week was a fair one, and, from appearances, we look to that of the present being much the same. July 18.—In the mine appearances continue favourable, and we see no reason to expect any falling off in the produce. [Letter missing.]

August 9.—Since our last everything has gone on steadily. The supply from the mine has been very good, and though now at the height of the dry season, some occasional showers have enabled us to carry twenty heads of No. 3 stamps; the produce, however, has not been benefited by it, but as the ore now coming from the mine appears better, we fully hope to keep up a good return.

## EDWARD HARDING.

## W. T. GRIFFITHS.

Gold return for week ending 26th June.	Lbs.	oz.	dwts.	grs.
30 July	22	4	18	8
10th ditto	20	8	19	0
17th ditto	21	10	16	0
24th ditto	22	4	10	10
31st ditto	25	4	8	1
7th August	20	2	9	7

Total produce for June 111 0 17 2  
" " July 104 7 14 10

## CANDONGA MINING COMPANY.

Candonga, July 22.—Mina Mestre Shaft.—Deep Adit.—In this place the men are advancing regularly, at the rate of about three and a half fathoms per month; a communication with Jenkins's winze may be expected some time in next month.

Forty two Fathom Level.—In the sinking under this level we continue to cut branches in every three or four feet, as we advance, but as yet no one of them has presented any favourable appearance.

Jenkins's Winze.—In the driving of the level from this, on the Mina de Pedra branch, I have nothing new to report.

Oz Shaft.—Twenty-seven Fathom Level.—In the driving on the course of the Mina de Pedra branch the ground is moderate, without any improved appearance in the branch.

No. 2 place of trial.—Since my last report, the shaft and level have been communicated, and we are now continuing the level on towards Clame's shaft. The old level, mentioned in my report of the 22d ult., had been driven on a branch much nearer the footwall than the position of the Mina de Pedra branch; and, as far as we are able to judge, had been unproductive.

## JOHN DALLEY.

## REAL DEL MONTE MINING COMPANY.

Mineral del Monte, July 22.—I have received a letter from Mr. Vanweede, in which he states the result of his experiments on 10 mountains of terras at Sanchez hacienda. You will observe that he succeeded in beneficiating the torta in thirty-one days, bringing out a good ley of silver, according to assay, and with a loss of quicksilver of about 18 oz. per marc—the whole cost per marc being calculated at about \$5 35 4. Considering the unfavourable weather, this result is quite equal to my expectations, and is decidedly better than our present beneficio by the old process. In finer weather there is no doubt that the process may be completed in even less time. Mr. Vanweede has taken steps to secure a patent, which I hope he will obtain immediately. As soon as the patent is secured, we may make arrangements for the use of the process in our hacienda. I expected to have been enabled to report to you the result of the second experiment on the zinc amalgam of Messrs. Johnson and Bowring, but, singularly enough, although there was every appearance of its being likely to be readable by the end of the last month, it is not yet in a fit state for washing. It still presents a favourable appearance, but goes on remarkably slow, so that it is difficult to say when it may be washed. The same slow progress is observed in the large torta, although apparently going on well, it remains to be seen whether this slowness will be compensated by a saving of quicksilver. I confess I am so far greatly disappointed, as, although it was evident that Mr. Mitchell made some mistake in the statement of his first experiment, I did not suppose it to be anything serious. Mr. Rodgers, about ten days ago, incorporated his first experimental torta of twelve quintals with amalgam of copper at Regia hacienda. I will not fail to send you the earliest information possible as to the result of this and our other experiments. JOHN PHILLIPS.

P.S.—Since writing the above I have received from Mr. Piotrowski the following statement, in reply to a note I sent to him this morning. The account of Mr. Vanweede's torta is as follows:—

	Lbs.	oz.
Quicksilver employed	390	0
Amalgam	241	4
Loss in patio	59	12
Burnings		
Pella	241	4
Quicksilver recovered	109	13
Silver	47	0
Amalgam not burned	2	6-339 4
Loss in burning	2	0
Product of silver mines	94	0

The total loss of quicksilver, without taking into account amalgam not burnt, and loss in burning, is 105 lbs. 12 oz. We had a very great loss in the burning on account of the bad capilla.

## J. P.

Mineral del Monte, July 17.—There is no alteration in the stopes south of San Luis winze, below the San Juan level, west of Dolores diagonal shaft—it still contains azurite and smelted ore. In the Santiago, or 791 vara level, driving west of diagonal shaft, the ground is hard, with stones of azurite ore

and a large vein. In the adit level, driving north of the Biscuin, on the Santa Brigida vein, sixty-five varas east of Dolores shaft, the lode is poor. The eighty vara level, east of San Ramon shaft, was commenced driving on the 6th inst., on the south part of the vein, which we find at present poor, but favourable ground. We have also paces clearing at the old working, at the eighty vara level, about 110 varas east of the shaft. In the Tereso level, clearing east of San Ramon shaft, we have gone on slowly, on account of the air, although air pipes, trap door, &c., are in, we could not obtain air in the end, and have now put in an air-machine, which we hope will enable us to go on better. We are going on favourably in the clearing and securing the adit east of San Ramon shaft. Finding the vein poor on the south part of El Socorro, on the 250 vara level, east of Tereso shaft, we have put the desagueros to drive north through the lode, at ten varas east of the shaft, where we find some azurite ore; as soon as we reach the wall we shall drive east, on the north part, where we may hope to have better ground and go on much faster. In the same level, driving west of Tereso shaft, the ground within the last few days has improved, and have here some azurite ore, two and a half feet in width. In San Clemente winze the desagueros are put to stop down ground on the north side, where there is some azurite ore. In Tereso winze, sinking below the San Felipe level, seventy-four varas east of Tereso shaft, there is a large lode, with smelting and azurite ore, and the ground favourable. In the San Felipe level, east of Tereso, the ground is hard, with smelting and azurite ore, but is not so good as it was a few weeks since. In the beginning of the past week we commenced driving east of Tereso winze, at the San Felipe level, on a south branch; the ground is hard, with azurite and smelted ore. As yet we cannot say whether this branch will join the main lode in going east, or keep to the south of the old level. The desagueros in the San Felipe level, west of Tereso shaft, are put to rise in the back of the level against San Miguel winze, below La Cruz level; as soon as this place is communicated, we shall resume the driving west. In the past week we have commenced driving south, at San Miguel level, opposite Tereso shaft, in the expectation of meeting with the Japona vein. In the present week we commenced driving east of San Pedro winze, which is seventy-three varas west of Tereso shaft, and seven varas below La Cruz level, where there is azurite and smelted ore; the lode is about three-quarters of a vara wide. There is no alteration in the San Miguel west, or Esperanza level west; they are both in a large vein, about two varas wide, but poor. In the present week paces were put to clear at the adit, west of Guadalupe shaft; the air is still bad in this place, and the water gradually sinking below the level. At San Francisco shaft we are now putting in hearers and other timber, about 250 varas below the surface, to secure some loose ground, that we may commence the shaft below. We have resumed rising in the back of the adit, on the Santa Ynez vein, where the ground is favourable, with azurite ore. In the winze sinking below the adit, under the rise above, there is some azurite ore. In San Vicente shaft, on the Santa Ynez vein, the lode appears to improve. A new rise was commenced in the present week in the back of the 182 vara level, forty-six varas of San Vicente shaft, where there is some azurite ore, and the ground favourable. We have done nothing in the bottom of La Luz winze, at Acosta, or San Pedro shaft, since I last wrote you, owing to the water gradually rising in these places. The ground continues hard in the level north of La Luz winze, thirty-two varas below the adit and Guadalupe, or forty vara level, east of Acosta. The vein in the Dolores Numbre level, west of Moran, is poor. In the stopes, west of San Andrea winze, below Dulce Numbre, there is azurite ore.

## BOLANOS MINING COMPANY.

July 13.—San Clemente.—In the levels of San Fernando no good ores have been found as yet—the vein being sufficiently wide, indeed, in both points, but consisting of copper pyrites, sulphuret of lead, quartz, and sulphuret of zinc—the contents of which do not exceed two and a half marcos. In the level going east the ground has become so hard that I can say, with certainty, that the like has never been observed in this mine. The rock from the silicious slate has been changed into a shining whinstone, that, owing to the hardness and the crevices which cross it, prevents the working from proceeding as fast as could be wished; twenty varas higher up, in the level of La Luz, and chiefly in the end towards the east, the appearance of the vein has become better; the ore was assayed as soon as the change was observed, and the contents of the same is as follows:—

9 marcos per monton, according to the assay of 13th June.

11	per 14 oz.	ditto	ditto	30th
13	per 45 oz.	ditto	ditto	27th

The vein goes on improving still, chiefly next the footwall, where native silver occurs. In the vein of San Francisco the appearance of the vein has continually been pretty good, and, from the end towards the west, very rich ores have been raised, though in small quantities; this end is but still one and seven eight varas distant from the border of the mine of San Nicholas. In the lower level, Dios nos guie, going east, by which we intend to examine the vein in that direction, workmen were employed at first "en destajo," and not "a la carga;" but it will be necessary to have recourse again to the former mode of working—a change for the worse having taken place again in the appearance of the lode; the circumstances of the latter are very variable in this place—so much so, that sometimes we had good azurite, and the next the ore disappeared almost entirely. I have not observed that the lode was so much altered by heaves any where in the western part of the mine as in the case here in the eastern part. The best workmen have been employed in the cross cuts of San German, the nivan of La Luz—by which we intend to cut veins of San Clemente and San José. The principle difficulty that is to be overcome in this working arises from a stream of water that chiefly comes out of the cross cut driving south—we were obliged to set to work the second winze of San German, that had been stopped almost the whole month. The working of the second level of San José, going west in the nivan of San Francisco, has been suspended, on account of the branch of the vein on which the working was going on crossing the principal shaft (Tiro General); not to weaken the sides of this shaft, I was at the necessity of commencing an end, in order to communicate the working with the cross cut of San Francisco, near the Ventanilla, by which communication some costs for paces will be saved, which, for the present, must make a long way before they reach the Ventanilla, to leave there the attic and ore from the lower working of San José. The costs of the raising of ore "a la carga" have not been excessive in the last month, since those points where the ore was poor have not been worked. The total raising ore was 2182 cargues—the cost of every cargue being \$5 74, and the number of workmen employed from fifty-three to fifty-five paces.

San Nicholas.—The working of Buen Suceso, which is the most important for the present, has been more extended during last month; the level going west having proceeded sufficiently, we commenced the third winze in this canon, here as well as in the end of the level itself—the ore is chiefly azurite, smelting ore being rare. The best point of the mine is, for the present, the winze No. 2, towards the west vein; contains a quarter of a vara of smelting ore, of certainly more than 100 marcos per monton, and toward the east the same class of ore is half a vara wide; almost the whole of the rich ore raised from the working of Buen Suceso during last month (41 cargues 4 arro.) has come out of this winze. In the Foco Grande, "where the bunch of rich ore was first met with, the vein was destroyed by a hoise," full of crystallised cellular quartz, so that, in the room of the rich ore, there remained only small branches of sulphuret of zinc, and lead; no sooner had we passed through the hoise, and some ore appeared again, than we were obliged to abandon the point for want of a due ventilation of air, and we shall not be able to take up again this working before we shall have communicated with it either the winze No. 2 or the lower level of Buen Suceso, going west; the latter working has improved much of late, the sulphuret of lead and zinc, and the copper pyrites, of which the vein was composed, having disappeared, whose place is now occupied by good branches with native silver, accompanied by silicious slate and quartz. Next to the rise de la Esperanza No. 2, in the level of San Expediton, where we had got out of the vein, I commenced a cross-cut tower to the south, with a view of cutting the vein again; it has not yet been cut, but the greenstone shows already so many spots of bronze, that the vein cannot any longer be far off; as yet ore is raised "a la carga" only from the rises of la Esperanza and the winze No. 3 de Buen Suceso from the points, and from the rise in Dios nos guie, almost all the ore was procured that has been raised this month. The raising amounted to 509 cargues 11 arro. of very good ley. In the shaft of San Nicholas the water is gone down 91-100 varas in the course of the month.

Melanchuco.—In the San Pedro cross-cut, going north, we have not yet reached the vein; the branches that were cut are of no importance, the widest being no more than two fingers, and containing clay, with pieces of quartz, some sulphuret of lead, and a little brown caldera (copper pyrites)—its inclination is towards the south; in the cross-cut the ground is silicious slate, the hardness of which is variable. The two levels of Santiago have improved of late, chiefly the one going east, that is to communicate with Buen Suceso, in the mine of San Nicholas. This one holds out good prospects, the branches becoming more compact, and showing some native silver. In the bottom of this level we met with a hoise of quartz, that has but little changed the appearance of the vein; it appears, in this vein hoise of crystals more frequently than in others we know, and that these hoises destroy almost all the good ore. We shall soon have done with the clearing up of the entrance of the working del Espiritu Santo; the firm ground of the level shows itself already behind the rubbish of the old working, among which good azurite ore is found; the assay made of these latter show a content of 30 marcos 34 oz. per monton. Few good ores have been procured from the working of San Antonio and del Sacramento, the compact branches being the only ore worth raising. The Colorado Pteroceros, though containing sometimes a little native silver, are generally very poor, and not worth reducing; these ore must be thrown away, and for that reason the quantity of ore raised last month in so small—it amounts but to 75 cargues.



ST. JOHN DEL REY MINING COMPANY.

**Morro Velho, July 3.—Mines United.**—It affords me satisfaction to state that the progress made in working the dump shaft has lately been good—every effort will be made to keep the dump down. The slopes are in good order, and there is no want of ore.

**Gamba.**—As soon as the slopes are worked out to the level of the tramroad, which will be some time next month, a branch road will be laid down to Champion shaft, and the sinking the shaft will commence again for new slopes.

**Crickett's Open Cutting.**—The uncovering the lode is favourable, and is dipping; and am almost inclined to think it has been worked from the valley coming down to the Warre stamps; however, one fathom or two will solve this doubt—the lode is very promising. Captain Bennett is very anxious to complete the sink, which will greatly enhance the prospects of the mines, and facilitate much the supplying the stamps with ore—he speaks confidently of completing it in three months. The new stamps worked for a few hours on the 1st—she promises to be an efficient piece of machinery, and is expected to work to-morrow evening.

**Tramroad.**—A cart is running on the road to Crickett's shaft, and the road is laid down as far as the heap of ore near the shaft will allow—as we remove the ore the road will be extended. There are still several jobs for the new stamps—tramroad and house of spalling floors for the carpenters to finish, after which the arrangements will be commenced.

**Produce for the month of May 7066 cits. 24 grs.** You will be pleased to find the produce continues good, and though I may not be able to supply the stamps with as pure ore as the last two, still, with the addition of the twelve heads, which will go to work in a day or two, we may confidently expect a further improvement. The gold will leave this on the 5th—the remittance will be, after paying all duties, 13,993 cits. 45 grs.

**July 13.**—I hope, in the beginning of August, to commence the erection of two arrastres—every exertion shall be made for their completion.

**Crickett's Open Cutting.**—I hope, this month, to have six fathoms of lode uncovered—have every reason to believe the produce for the month will be 7000 or 8000 cits.

**June.**—**Baku Sump Shaft.**—Sunk since April 5 ft. 6 in. vertical. Total vertical depth 177 ft. 3 in.

**Baku Slopes.**—Three slopes are in course of working, and will soon have entered the Great Quorra Panella, and we shall commence on the new one.

**West Quorra Panella.**—The stone, towards the end of the month, has very much improved.

**Crickett's West End.**—We have driven two and a half fathoms this month. There is a fine looking lode in this end—say ten to twelve feet wide—gossan and mundic, which generally yields well—it is also soft. Our stamps have never been stopped for want of stone during the month; an ample supply of water, and about 1200 tons of stone on hand.

**August 3.**—The workings of the mine proceeding favourably. We are unable to give the produce until the 13th, on account of arrears on hand.

**Cost for June.**—Reis 14,930 314; several items, which do not occur every month, have increased it. The cost for May was stated at—reis 14,877 101—less error, which had been charged in previous account—reis 1513 161—Cost for May—reis 13,363 940.

**July.**—**Crickett's Mine.**—Sunk this month three fathoms diagonally—now seven fathoms from Brance—and vertically 4 fms. 1 ft. I think, within two months, the communication will have been made, when there will be sufficient supplies laid open to last us stamping, with our present number of stamps, for three years—supposing we neither sink nor lengthen the mines any more during that period. The bottom of Crickett's west end is twenty-two feet above Crickett's tramroad.

**Crickett's West End.**—We have succeeded in securing six fathoms in this end during the month, which is now open 13 fms. 3 ft. on the mountain. The lode left on the bottom is beautiful looking stuff for yielding gold—judging from similar stone in Gamba mine, it appears, from present indication, that the antigens wrought it from the opposite side of the mountain, which is 150 fathoms west on the course of the lode. Judging from these circumstances, we ought to find the best ore in the west ground. I have discovered old workings on the course of the lode—say 200 fathoms a head of the west end.

LATEST CURRENT PRICES OF METALS.

LONDON, OCTOBER 3, 1840.

		s	d			s	d
<b>Iron, Eng.</b>	<b>Bar ton</b>	<b>0 0 0 to</b>	<b>15 0</b>	<b>Copper</b>	<b>foreign</b>	<b>(dp. 37s.)</b>	<b>0 0 0</b>
	<b>Do. Carg. in Wales</b>	<b>0 0 0 to</b>	<b>15 0</b>		<b>do, brit.</b>	<b>Blocks</b>	<b>owl 4 2</b>
	<b>Hemp</b>	<b>ton</b>	<b>11 0</b>		<b>Bars</b>	<b>ton</b>	<b>4 4</b>
	<b>Sheets</b>	<b>ton</b>	<b>12 0</b>		<b>Flows</b>	<b>0 0 0 to</b>	<b>3 15</b>
	<b>Pig. No. 1</b>	<b>ton</b>	<b>10 0</b>		<b>Straps</b>	<b>0 0 0 to</b>	<b>3 14</b>
	<b>Do. in Wales</b>	<b>4 10 0 to</b>	<b>4 10 0</b>		<b>Tin Plates</b>	<b>1 1 0 to</b>	<b>1 13 0</b>
	<b>Sweden, en. ad. ton</b>	<b>12 0 0 to</b>	<b>12 0 0</b>			<b>do. 1 17 0 to</b>	<b>1 19 0</b>
	<b>Russian com. ton</b>	<b>14 0 0 to</b>	<b>14 0 0</b>			<b>Others in proportion.</b>	
	<b>Do. ton</b>	<b>15 0 0 to</b>	<b>15 0 0</b>		<b>Lead, Brit.</b>	<b>Pig</b>	<b>ton</b>
	<b>Do. ton</b>	<b>16 0 0 to</b>	<b>16 0 0</b>			<b>Sheet</b>	<b>ton</b>
	<b>Do. ton</b>	<b>18 0 0 to</b>	<b>18 0 0</b>			<b>Sheet</b>	<b>ton</b>
	<b>Do. ton</b>	<b>20 0 0 to</b>	<b>20 0 0</b>			<b>Red</b>	<b>ton</b>
	<b>Do. ton</b>	<b>22 0 0 to</b>	<b>22 0 0</b>			<b>White (dry)</b>	<b>ton</b>
	<b>Do. ton</b>	<b>24 0 0 to</b>	<b>24 0 0</b>			<b>Do. (gd. in oil)</b>	<b>ton</b>
	<b>Do. ton</b>	<b>26 0 0 to</b>	<b>26 0 0</b>			<b>Foreign</b>	<b>Spain</b>
	<b>Do. ton</b>	<b>28 0 0 to</b>	<b>28 0 0</b>			<b>do. (dp. 40s.)</b>	<b>19 0 0</b>
	<b>Do. ton</b>	<b>30 0 0 to</b>	<b>30 0 0</b>			<b>do. (dp. 40s.)</b>	<b>20 0 0</b>
	<b>Do. ton</b>	<b>32 0 0 to</b>	<b>32 0 0</b>			<b>do. (dp. 40s.)</b>	<b>21 0 0</b>
	<b>Do. ton</b>	<b>34 0 0 to</b>	<b>34 0 0</b>			<b>do. (dp. 40s.)</b>	<b>22 0 0</b>
	<b>Do. ton</b>	<b>36 0 0 to</b>	<b>36 0 0</b>			<b>do. (dp. 40s.)</b>	<b>23 0 0</b>
	<b>Do. ton</b>	<b>38 0 0 to</b>	<b>38 0 0</b>			<b>do. (dp. 40s.)</b>	<b>24 0 0</b>
	<b>Do. ton</b>	<b>40 0 0 to</b>	<b>40 0 0</b>			<b>do. (dp. 40s.)</b>	<b>25 0 0</b>
	<b>Do. ton</b>	<b>42 0 0 to</b>	<b>42 0 0</b>			<b>do. (dp. 40s.)</b>	<b>26 0 0</b>
	<b>Do. ton</b>	<b>44 0 0 to</b>	<b>44 0 0</b>			<b>do. (dp. 40s.)</b>	<b>27 0 0</b>
	<b>Do. ton</b>	<b>46 0 0 to</b>	<b>46 0 0</b>			<b>do. (dp. 40s.)</b>	<b>28 0 0</b>
	<b>Do. ton</b>	<b>48 0 0 to</b>	<b>48 0 0</b>			<b>do. (dp. 40s.)</b>	<b>29 0 0</b>
	<b>Do. ton</b>	<b>50 0 0 to</b>	<b>50 0 0</b>			<b>do. (dp. 40s.)</b>	<b>30 0 0</b>
	<b>Do. ton</b>	<b>52 0 0 to</b>	<b>52 0 0</b>			<b>do. (dp. 40s.)</b>	<b>31 0 0</b>
	<b>Do. ton</b>	<b>54 0 0 to</b>	<b>54 0 0</b>			<b>do. (dp. 40s.)</b>	<b>32 0 0</b>
	<b>Do. ton</b>	<b>56 0 0 to</b>	<b>56 0 0</b>			<b>do. (dp. 40s.)</b>	<b>33 0 0</b>
	<b>Do. ton</b>	<b>58 0 0 to</b>	<b>58 0 0</b>			<b>do. (dp. 40s.)</b>	<b>34 0 0</b>
	<b>Do. ton</b>	<b>60 0 0 to</b>	<b>60 0 0</b>			<b>do. (dp. 40s.)</b>	<b>35 0 0</b>
	<b>Do. ton</b>	<b>62 0 0 to</b>	<b>62 0 0</b>			<b>do. (dp. 40s.)</b>	<b>36 0 0</b>
	<b>Do. ton</b>	<b>64 0 0 to</b>	<b>64 0 0</b>			<b>do. (dp. 40s.)</b>	<b>37 0 0</b>
	<b>Do. ton</b>	<b>66 0 0 to</b>	<b>66 0 0</b>			<b>do. (dp. 40s.)</b>	<b>38 0 0</b>
	<b>Do. ton</b>	<b>68 0 0 to</b>	<b>68 0 0</b>			<b>do. (dp. 40s.)</b>	<b>39 0 0</b>
	<b>Do. ton</b>	<b>70 0 0 to</b>	<b>70 0 0</b>			<b>do. (dp. 40s.)</b>	<b>40 0 0</b>
	<b>Do. ton</b>	<b>72 0 0 to</b>	<b>72 0 0</b>			<b>do. (dp. 40s.)</b>	<b>41 0 0</b>
	<b>Do. ton</b>	<b>74 0 0 to</b>	<b>74 0 0</b>			<b>do. (dp. 40s.)</b>	<b>42 0 0</b>
	<b>Do. ton</b>	<b>76 0 0 to</b>	<b>76 0 0</b>			<b>do. (dp. 40s.)</b>	<b>43 0 0</b>
	<b>Do. ton</b>	<b>78 0 0 to</b>	<b>78 0 0</b>			<b>do. (dp. 40s.)</b>	<b>44 0 0</b>
	<b>Do. ton</b>	<b>80 0 0 to</b>	<b>80 0 0</b>			<b>do. (dp. 40s.)</b>	<b>45 0 0</b>
	<b>Do. ton</b>	<b>82 0 0 to</b>	<b>82 0 0</b>			<b>do. (dp. 40s.)</b>	<b>46 0 0</b>
	<b>Do. ton</b>	<b>84 0 0 to</b>	<b>84 0 0</b>			<b>do. (dp. 40s.)</b>	<b>47 0 0</b>
	<b>Do. ton</b>	<b>86 0 0 to</b>	<b>86 0 0</b>			<b>do. (dp. 40s.)</b>	<b>48 0 0</b>
	<b>Do. ton</b>	<b>88 0 0 to</b>	<b>88 0 0</b>			<b>do. (dp. 40s.)</b>	<b>49 0 0</b>
	<b>Do. ton</b>	<b>90 0 0 to</b>	<b>90 0 0</b>			<b>do. (dp. 40s.)</b>	<b>50 0 0</b>
	<b>Do. ton</b>	<b>92 0 0 to</b>	<b>92 0 0</b>			<b>do. (dp. 40s.)</b>	<b>51 0 0</b>
	<b>Do. ton</b>	<b>94 0 0 to</b>	<b>94 0 0</b>			<b>do. (dp. 40s.)</b>	<b>52 0 0</b>
	<b>Do. ton</b>	<b>96 0 0 to</b>	<b>96 0 0</b>			<b>do. (dp. 40s.)</b>	<b>53 0 0</b>
	<b>Do. ton</b>	<b>98 0 0 to</b>	<b>98 0 0</b>			<b>do. (dp. 40s.)</b>	<b>54 0 0</b>
	<b>Do. ton</b>	<b>100 0 0 to</b>	<b>100 0 0</b>			<b>do. (dp. 40s.)</b>	<b>55 0 0</b>
	<b>Do. ton</b>	<b>102 0 0 to</b>	<b>102 0 0</b>			<b>do. (dp. 40s.)</b>	<b>56 0 0</b>
	<b>Do. ton</b>	<b>104 0 0 to</b>	<b>104 0 0</b>			<b>do. (dp. 40s.)</b>	<b>57 0 0</b>
	<b>Do. ton</b>	<b>106 0 0 to</b>	<b>106 0 0</b>			<b>do. (dp. 40s.)</b>	<b>58 0 0</b>
	<b>Do. ton</b>	<b>108 0 0 to</b>	<b>108 0 0</b>			<b>do. (dp. 40s.)</b>	<b>59 0 0</b>
	<b>Do. ton</b>	<b>110 0 0 to</b>	<b>110 0 0</b>			<b>do. (dp. 40s.)</b>	<b>60 0 0</b>
	<b>Do. ton</b>	<b>112 0 0 to</b>	<b>112 0 0</b>			<b>do. (dp. 40s.)</b>	<b>61 0 0</b>
	<b>Do. ton</b>	<b>114 0 0 to</b>	<b>114 0 0</b>			<b>do. (dp. 40s.)</b>	<b>62 0 0</b>
	<b>Do. ton</b>	<b>116 0 0 to</b>	<b>116 0 0</b>			<b>do. (dp. 40s.)</b>	<b>63 0 0</b>
	<b>Do. ton</b>	<b>118 0 0 to</b>	<b>118 0 0</b>			<b>do. (dp. 40s.)</b>	<b>64 0 0</b>
	<b>Do. ton</b>	<b>120 0 0 to</b>	<b>120 0 0</b>			<b>do. (dp. 40s.)</b>	<b>65 0 0</b>
	<b>Do. ton</b>	<b>122 0 0 to</b>	<b>122 0 0</b>			<b>do. (dp. 40s.)</b>	<b>66 0 0</b>
	<b>Do. ton</b>	<b>124 0 0 to</b>	<b>124 0 0</b>			<b>do. (dp. 40s.)</b>	<b>67 0 0</b>
	<b>Do. ton</b>	<b>126 0 0 to</b>	<b>126 0 0</b>			<b>do. (dp. 40s.)</b>	<b>68 0 0</b>
	<b>Do. ton</b>	<b>128 0 0 to</b>	<b>128 0 0</b>			<b>do. (dp. 40s.)</b>	<b>69 0 0</b>
	<b>Do. ton</b>	<b>130 0 0 to</b>	<b>130 0 0</b>			<b>do. (dp. 40s.)</b>	<b>70 0 0</b>
	<b>Do. ton</b>	<b>132 0 0 to</b>	<b>132 0 0</b>			<b>do. (dp. 40s.)</b>	<b>71 0 0</b>
	<b>Do. ton</b>	<b>134 0 0 to</b>	<b>134 0 0</b>			<b>do. (dp. 40s.)</b>	<b>72 0 0</b>
	<b>Do. ton</b>	<b>136 0 0 to</b>	<b>136 0 0</b>			<b>do. (dp. 40s.)</b>	<b>73 0 0</b>
	<b>Do. ton</b>	<b>138 0 0 to</b>	<b>138 0 0</b>			<b>do. (dp. 40s.)</b>	<b>74 0 0</b>
	<b>Do. ton</b>	<b>140 0 0 to</b>	<b>140 0 0</b>			<b>do. (dp. 40s.)</b>	<b>75 0 0</b>
	<b>Do. ton</b>	<b>142 0 0 to</b>	<b>142 0 0</b>			<b>do. (dp. 40s.)</b>	<b>76 0 0</b>
	<b>Do. ton</b>	<b>144 0 0 to</b>	<b>144 0 0</b>			<b>do. (dp. 40s.)</b>	<b>77 0 0</b>
	<b>Do. ton</b>	<b>146 0 0 to</b>	<b>146 0 0</b>			<b>do. (dp. 40s.)</b>	<b>78 0 0</b>
	<b>Do. ton</b>	<b>148 0 0 to</b>	<b>148 0 0</b>			<b>do. (dp. 40s.)</b>	<b>79 0 0</b>
	<b>Do. ton</b>	<b>150 0 0 to</b>	<b>150 0 0</b>			<b>do. (dp. 40s.)</b>	<b>80 0 0</b>
	<b>Do. ton</b>	<b>152 0 0 to</b>	<b>152 0 0</b>			<b>do. (dp. 40s.)</b>	<b>81 0 0</b>
	<b>Do. ton</b>	<b>154 0 0 to</b>	<b>154 0 0</b>			<b>do. (dp. 40s.)</b>	<b>82 0 0</b>
	<b>Do. ton</b>	<b>156 0 0 to</b>	<b>156 0 0</b>			<b>do. (dp. 40s.)</b>	<b>83 0 0</b>
	<b>Do. ton</b>	<b>158 0 0 to</b>	<b>158 0 0</b>			<b>do. (dp. 40s.)</b>	<b>84 0 0</b>
	<b>Do. ton</b>	<b>160 0 0 to</b>	<b>160 0 0</b>			<b>do. (dp. 40s.)</b>	<b>85 0 0</b>
	<b>Do. ton</b>	<b>162 0 0 to</b>	<b>162 0 0</b>			<b>do. (dp. 40s.)</b>	<b>86 0 0</b>
	<b>Do. ton</b>	<b>164 0 0 to</b>	<b>164 0 0</b>			<b>do. (dp. 40s.)</b>	<b>87 0 0</b>
	<b>Do. ton</b>	<b>166 0 0 to</b>	<b>166 0 0</b>			<b>do. (dp. 40s.)</b>	<b>88 0 0</b>
	<b>Do. ton</b>	<b>168 0 0 to</b>	<b>168 0 0</b>			<b>do. (dp. 40s.)</b>	<b>89 0 0</b>
	<b>Do. ton</b>	<b>170 0 0 to</b>	<b>170 0 0</b>			<b>do. (dp. 40s.)</b>	<b>90 0 0</b>
	<b>Do. ton</b>	<b>172 0 0 to</b>	<b>172 0 0</b>			<b>do. (dp. 40s.)</b>	<b>91 0 0</b>
	<b>Do. ton</b>	<b>174 0 0 to</b>	<b>174 0 0</b>			<b>do. (dp. 40s.)</b>	<b>92 0 0</b>
	<b>Do. ton</b>	<b>176 0 0 to</b>	<b>176 0 0</b>			<b>do. (dp. 40s.)</b>	<b>93 0 0</b>
	<b>Do. ton</b>	<b>178 0 0 to</b>	<b>178 0 0</b>			<b>do. (dp. 40s.)</b>	<b>94 0 0</b>
	<b>Do. ton</b>	<b>180 0 0 to</b>	<b>180 0 0</b>			<b>do. (dp. 40s.)</b>	<b>95 0 0</b>
	<b>Do. ton</b>	<b>182 0 0 to</b>	<b>182 0 0</b>			<b>do. (dp. 40s.)</b>	<b>96 0 0</b>
	<b>Do. ton</b>	<b>184 0 0 to</b>	<b>184 0 0</b>			<b>do. (dp. 40s.)</b>	<b>97 0 0</b>
	<b>Do. ton</b>	<b>186 0 0 to</b>	<b>186 0 0</b>			<b>do. (dp. 40s.)</b>	<b>98 0 0</b>
	<b>Do. ton</b>	<b>188 0 0 to</b>	<b>188 0 0</b>			<b>do. (dp. 40s.)</b>	<b>99 0 0</b>
	<b>Do. ton</b>	<b>190 0 0 to</b>	<b>190 0 0</b>			<b>do. (dp. 40s.)</b>	<b>100 0 0</b>
	<b>Do. ton</b>	<b>192 0 0 to</b>	<b>192 0 0</b>			<b>do. (dp. 40s.)</b>	<b>101 0 0</b>
	<b>Do. ton</b>	<b>194 0 0 to</b>	<b>194 0 0</b>			<b>do. (dp. 40s.)</b>	<b>102 0 0</b>
	<b>Do. ton</b>	<b>196 0 0 to</b>	<b>196 0 0</b>			<b>do. (dp. 40s.)</b>	<b>103 0 0</b>
	<b>Do. ton</b>	<b>198 0 0 to</b>	<b>198 0 0</b>			<b>do. (dp. 40s.)</b>	<b>104 0 0</b>
	<b>Do. ton</b>	<b>200 0 0 to</b>	<b>200 0 0</b>			<b>do. (dp. 40s.)</b>	<b>105 0 0</b>
	<b>Do. ton</b>	<b>202 0 0 to</b>	<b>202 0 0</b>			<b>do. (dp. 40s.)</b>	<b>106 0 0</b>
	<b>Do. ton</b>	<b>204 0 0 to</b>	<b>204 0 0</b>			<b>do. (dp. 40s.)</b>	<b>107 0 0</b>
	<b>Do. ton</b>	<b>206 0 0 to</b>	<b>206 0 0</b>			<b>do. (dp. 40s.)</b>	<b>108 0 0</b>
	<b>Do. ton</b>	<b>208 0 0 to</b>	<b>208 0 0</b>			<b>do. (dp. 40s.)</b>	<b>109 0 0</b>
	<b>Do. ton</b>	<b>210 0 0 to</b>	<b>210 0 0</b>			<b>do. (dp. 40s.)</b>	<b>110 0 0</b>
	<b>Do. ton</b>	<b>212 0 0 to</b>	<b>212 0 0</b>			<b>do. (dp. 40s.)</b>	<b>111 0 0</b>
	<b>Do. ton</b>	<b>214 0 0 to</b>	<b>214 0 0</b>			<b>do. (dp. 40s.)</b>	<b>112 0 0</b>
	<b>Do. ton</b>	<b>216 0 0 to</b>	<b>216 0 0</b>			<b>do. (dp. 40s.)</b>	<b>113 0 0</b>
	<b>Do. ton</b>	<b>218 0 0 to</b>	<b>218 0 0</b>			<b>do. (dp. 40s.)</b>	<b>114 0 0</b>
	<b>Do. ton</b>	<b>220 0 0 to</b>	<b>220 0 0</b>			<b>do. (dp. 40s.)</b>	<b>115 0 0</b>
	<b>Do. ton</b>	<b>222 0 0 to</b>	<b>222 0 0</b>			<b>do. (dp. 40s.)</b>	<b>116 0 0</b>
	<b>Do. ton</b>	<b>224 0 0 to</b>	<b>224 0 0</b>			<b>do. (dp. 40s.)</b>	<b>117 0 0</b>
	<b>Do. ton</b>	<b>226 0 0 to</b>	<b>226 0 0</b>			<b>do. (dp. 40s.)</b>	<b>118 0 0</b>
	<b>Do. ton</b>	<b>228 0 0 to</b>	<b>228 0 0</b>			<b>do. (dp. 40s.)</b>	<b>119 0 0</b>
	<b>Do. ton</b>	<b>230 0 0 to</b>	<b>230 0 0</b>			<b>do. (dp. 40s.)</b>	<b>120 0 0</b>
	<b>Do. ton</b>	<b>232 0 0 to</b>	<b>232 0 0</b>			<b>do. (dp. 40s.)</b>	<b>121 0 0</b>
	<b>Do. ton</b>	<b>234 0 0 to</b>	<b>234 0 0</b>			<b>do. (dp. 40s.)</b>	<b>122 0 0</b>
	<b>Do. ton</b>	<b>236 0 0 to</b>	<b>236 0 0</b>			<b>do. (dp. 40s.)</b>	<b>123 0 0</b>
	<b>Do. ton</b>	<b>238 0 0 to</b>	<b>238 0 0</b>			<b>do. (dp. 40s.)</b>	<b>124 0 0</b>
	<b>Do. ton</b>	<b>240 0 0 to</b>	<b>240 0 0</b>			<b>do. (dp. 40s.)</b>	<b>125 0 0</b>
	<b>Do. ton</b>	<b>242 0 0 to</b>	<b>242 0 0</b>			<b>do. (dp. 40s.)</b>	<b>126 0 0</b>
	<b>Do. ton</b>	<b>244 0 0 to</b>	<b>244 0 0</b>			<b>do. (dp. 40s.)</b>	<b>127 0 0</b>
	<b>Do. ton</b>	<b>246 0 0 to</b>	<b>246 0 0</b>			<b>do. (dp. 40s.)</b>	<b>128 0 0</b>
	<b>Do. ton</b>	<b>248 0 0 to</b>	<b>248 0 0</b>			<b>do. (dp. 40s.)</b>	<b>129 0 0</b>
	<b>Do. ton</b>	<b>250 0 0 to</b>	<b>250 0 0</b>			<b>do. (dp. 40s.)</b>	<b>130 0 0</b>
	<b>Do. ton</b>	<b>252 0 0 to</b>	<b>252 0 0</b>			<b>do. (dp. 40s.)</b>	<b>131 0 0</b>
	<b>Do. ton</b>	<b>254 0 0 to</b>	<b>254 0 0</b>			<b>do. (dp. 40s.)</b>	<b>132 0 0</b>
	<b>Do. ton</b>	<b>256 0 0 to</b>	<b>256 0 0</b>			<b>do. (dp. 40s.)</b>	<b>133 0 0</b>
	<b>Do. ton</b>	<b>258 0 0 to</b>	<b>258 0 0</b>			<b>do. (dp. 40s.)</b>	<b>134 0 0</b>
	<b>Do. ton</b>	<b>260 0 0 to</b>	<b>260 0 0</b>			<b>do. (dp. 40s</b>	



upon at some length, and the advantages of the wire rope over that of hemp set forth—the merit, however, of its introduction into this country being given to another house, who have lately secured a patent for its manufacture; while in our present Number will be found a letter from Mr. SMITH, from which it will be seen that the project with that gentleman is by no means novel, a patent having been taken out six years since. Specimens of the rope manufactured under SIEVIER's patent have been submitted to us, in which the wire is plaited, and hemp interspersed, as described in a former Number; and we have this week seen specimens of NEWALL's patent rope, advertised in our columns, which, for the neatness and apparent accuracy with which the strands are formed and laid in cable form are highly creditable to the manufacturer. The wire employed is of a larger size than that used by Mr. SMITH, and, as an instance, we may observe, that a specimen of 2½-inch rope was composed of seven strands, each strand being formed of seven wires (No. 14) about one-twelfth of an inch in size, there being a centre wire, or core, and the strands forming the rope being in like manner arranged, one being the centre, around which the remaining six are laid, or bound, in a spiral form. The weight of the rope we understood to be about 5 lbs. per fathom, and the power required to break it fifteen tons; but, as the rope has not been yet fairly submitted to a test of its strength or capabilities, this must not be considered the maximum, or as given upon authority. From the size of the wire being larger than that employed in SMITH's rope, there is not the same elasticity, but sufficient, we were assured, for the purposes to which the rope was applicable. Another specimen had a hempen core, which is very like the rope made by SIEVIER's patent.

It is not our intention to canvass the merits of the several descriptions of rope under the three patents, as, in two cases, they have not fairly come before the public, or been submitted to the necessary tests. We note them, from having our attention drawn to the several patents—and, satisfied as we are, that much saving is to be effected from the substitution of wire for hempen rope, shall continue to direct our attention to the subject, and furnish, from time to time, such further information as we may acquire. We are glad to find that the London and Blackwall Railway have determined on the further application of this useful invention, the heavy cost of which is its principal drawback; we doubt not, however, but that, even at present prices, it will be found by far the most economical material.

A special general meeting of the proprietors of the Bristol and Exeter Railway was held on the 29th ult., when the question of leasing the line to the Great Western Railway formed subject of discussion, and which was, in the end, resolved upon by a very considerable majority, the number of shares in favour of such measure being 5587, held by 228 shareholders, and representing 3550 votes, while the opponents to the measure counted only 1481 shares, held by 102 persons, and representing 1104 votes. Thus it will be seen, that the shares held by the majority were in the ratio of nearly 25 shares to each holder, or 3½ votes for every 5 shares, while the shares of those who opposed the measure were as 12½ to each holder, or 3½ votes for every 5 shares represented.

We congratulate the proprietors on the determination at which they have arrived, one on which, no doubt, we think, could exist in the minds of any parties, who were not prejudiced or blinded by self-interest, or by the desire of throwing obstacles in the way. The past scenes at meetings of proprietors—the dissensions and bad feeling shown to exist—the large demand upon the purses and the time of those embarked in the undertaking—clearly pointed out the desirableness of effecting an arrangement with the Great Western Railway, which, possessing as it does, advantages which the Bristol and Exeter Company could never contemplate, will, we doubt not, render this junction of interests alike beneficial to both parties. We have not space to enter into the terms of agreement between the two companies, but as printed copies are in the hands of the proprietors, our brief notice of the meeting, which will be found in another column, must suffice.

## LATEST INTELLIGENCE.

POOL, OCT. 1.—Average standard, 120l. 10s.—Average produce, 6l. —Average price, 5l. 7s. 6d.—Quantity of ore, 5285 tons.—Quantity of fine copper, 222 tons 1 cwt.—Amount of money, 17,725l. 2s. 6d.—Average standard of last sale, 120l. 9s.—Produce, 7l.

CORNWALL, SEPT. 30.—Particulars of copper ore sold in Cornwall, in the quarter ending Sept. 30th:—Copper ore 36,392 (21 cwt.)—Fine copper, 2769 tons 12 cwt.—Amount of money, 211,451l. 10s.—Average standard, 112l. 17s. 6d.—Average produce, 7½.—Average price (21 cwt.), 5l. 16s.

PRICES OF SHARES IN LIVERPOOL.—Eastern Counties Railway, 10l. 15s.; Chester and Birkenhead, 40l. 10s.; Great Western, 82l.; Liverpool and Manchester (half-shares), 87l.; North Midland (new), 40l. 5s.—Gore's Liverpool Advertiser.

PRICES OF SHARES IN BIRMINGHAM.—London and Birmingham Railway, 166l.; Great Western, 83l.; ditto (half-shares), 47l.—Old Birmingham Canal, 200l.—Birmingham and Staffordshire Gas (ex. div.) 75l.—Midland Counties Herald.

EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending the 25th ult., was as follows:—Gold coin to Port Adelaide, 100 oz.; Ceylon, 1562 oz.; Silver coin to Port Adelaide, 2811 oz.; Rotterdam, 23,000 oz.; Belgium, 2000 oz.; Hamburg, 22,600 oz.; Mauritius, 18,000 oz.; Bombay, 2000 oz.; Gibraltar, 160,000 oz.—Silver bars to Rotterdam, 8000 oz.; Hamburg, 7125 oz.

## THE COPPER TRADE.

An account of the copper trade of Great Britain, for the year ending the 30th of June, 1840, showing in what way the copper in the ores raised and imported has been disposed of:—

Brought by	Tons	cwt.	q.	lbs.
Messrs. Williams, Foster, and Co.	6142	11	3	37
— Viriam and Sons	4506	5	1	1
— Grenfell and Sons	2444	10	3	10
— Sims, Wrayman, Keefe, and Co.	2406	10	0	27
— Freeman and Co.	1501	10	1	18
— The Messrs. Royal Ordnance	1204	9	2	1
— Vignoe and Co.	956	18	0	13
— The English Copper Co.	824	12	3	13
— British and Foreign Copper Co.	610	0	0	9
— John Bidley and Sons	491	6	3	31
— Same by the proprietor of the Wreana Mine	500	0	0	24
— Ditto	100	0	0	9
Total	25,531	19	3	15

MANCHESTER AND LEEDS RAILWAY.—It is definitely fixed that the large portion of this line from its junction with the North Midland at Normanton to Hedden-bridge, will be opened on the 25th inst.—Leeds Mercury.

## ORIGINAL CORRESPONDENCE.

## PATENT WIRE ROPE.

SIR.—Having noticed in the Times an article on "metallic ropes," as also some observations in another part of that journal, directing attention to the subject, and having immediate reference to the London and Blackwall Railway, where some of the rope manufactured by Messrs. Fox and Co., under my patent, has been in use for the past six weeks, I beg to enclose you a copy of a letter addressed to the Editor, which I shall esteem a favour if you will insert in your columns.

I have to express my obligations to you for the interest you have observed, in bringing this and other patents calculated to economise the expenditure in mining operations, and also the preservation of life, before the public. With regard to the validity of my patent, and that of others, as also any infringement which may be attempted, I feel that neither is a subject with which I should occupy your space, or trespass on the attention of your readers.

I remain, Sir, your's, &c.,

ANDREW SMITH.

76, Old Broad-street, Oct. 1.

SIR.—Observing in your paper of to-day a notice of "metallic ropes," communicated by Mr. Gordon, I beg to inform you the invention alluded to was patented by me about six years ago, and since then I have obtained three other patents for improvements, which Mr. Gordon is aware of, as will appear by the following letter from himself. Care will be taken to put a stop to any infringements upon my patents, the moment the parties bring themselves within the reach of the law. At the same time, I have to inform you one of my ropes has been in use on the Blackwall Railway about six weeks, and the directors have this day expressed their intention of having more.

I am, Sir, your obedient servant,

ANDREW SMITH.

76, Old Broad-street, Sept. 30.

2, Parliament-street, Wednesday, July 27, 1840.

DEAR SIR.—I take the liberty of inclosing you a remembrance, that my friend, Mr. Newall, is desirous, if possible, to come to terms with you for a license to make wire ropes, as specified in your patent for improvements, &c., sealed in March, 1839.

To Mr. Andrew Smith, Mill-wall.

[We observed the article in the Times, referred to by Mr. Smith, and which it was our intention to have transferred to our columns, but having had an interview with the gentleman therein directly referred to as the patentee of a metallic rope (Mr. Newall, of Dundee), we have readily acceded with his wish in not giving it further publicity, the notice being, in our opinion—as we believe it to be that of a gentleman—ill-judged and ill-timed. The editor of the Times states, in a leading article, that the Blackwall Railway Company "intend to make trial of the rope manufactured from metallic wire by Messrs. Newall and Co. (a most useful invention, as far as we can judge, peculiarly well suited for this purpose), of which an account will be found in another part of our paper," while no mention is made of a short length of Smith's metallic wire rope having been actually worked on the line for the past six weeks. We have seen the rope manufactured by Messrs. Newall, which certainly appears very perfect, but it differs so little, if any, from the rope manufactured by Smith's patent, that we apprehend it is one and the same thing. Mr. Smith would, however, do well to observe the neatness and accuracy with which the strands are laid in the rope under notice, in which we have made some few remarks in another column. We may here observe, that we have received a letter from "F. S. A." (which should have appeared had he furnished us with his name in confidence), in which he asks, whether Mr. Smith is correct, in stating in his letter, which appeared in the Journal of last week, that the weight of the Blackwall Railway rope was 27 tons? We can only say, on good authority, we are informed it was loaded at 27 tons 15 cwt., and Mr. Bidder (the company's engineer), at the late inquest, reported it to be 25 tons. As to the other details on the part of "F. S. A." of the correctness of Mr. Smith's assertions, or the doubts he would throw upon them, we must decline further noticing them, or calling upon Mr. Smith for explanation, without their being properly authenticated. We will then look into the matter, having alone one object in view, that of placing before our readers correct data, and, when necessary, correcting any error into which our correspondents or ourselves may have fallen.]

## MINERS VERSUS SMELTERS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—The course taken by the party of Mr. Rundle and the Messrs. Taylor, at the Charlestown Mine, having unquestionably been productive of great injury to the miners' cause, and the conduct of Mr. Richard Taylor having been freely canvassed by some of your correspondents, I beg to remind them of an omission in their details of it.

On the 9th June last, Mr. Richard Taylor attended the "miners' committee meeting" at Redruth—was a party to the proceedings—dined with them—and, when his health was drank (proposed, I believe, by Mr. Burgess), in returning thanks, he wished success to the object of the meeting; his words were, if I am correctly informed by a person who was present—"The success of the measure has my best wishes, but I cannot yet undertake for the Charlestown Mine, as I must first consult the adventurers."

So general was the impression that the miners had his support, and so much did he enter into the spirit and detail of the general measure, that, at a special meeting of the committee at Helston, on the 16th June, the following resolution was passed—"That Mr. Batten be requested to prepare an outline of a scale of reserve forthwith, and to communicate with Mr. Richard Taylor thereon."

This was done, and was forwarded to Mr. Richard Taylor, on the 20th June, by Mr. Batten, to whose letter not even the common courtesy of a reply has been vouchsafed, but having obtained all the information he sought, his course has ever since been one of undeviating hostility.

I will not make any comment on such conduct, but leave it to the good sense and right feeling of the Cornish miners and every other right-minded person who takes an interest in the matter.

I remain, Sir, your obedient servant,

A TIN MINER.

P.S.—Next week I hope to find time to give you the standard at which the few purchases of black tin have been recently made by the adverse smelters at "Charlestown," "Polgooth," "Wheal Rudnick," and "Carnon," and to show you that, at the prices at which they are now selling the white tin, they are considerable losers, the game being evidently to keep down prices, that the miners may not derive the benefits which they have a right to expect from the general measure.

[We have already expressed our determination of not further making any comments on the letters which may appear in our columns on the tin trade, until the discussion shall have been brought to a close. Indeed, on several occasions, we have had to regret personalities being descended to, and as our motto is "and alteram partem," without favour or affection, reserving, at all times, to ourselves the expression of an unbiased and unprejudiced opinion, we have only to repeat, that the determination at which we have already arrived will be strictly adhered to.]

## THE TIN QUESTION—QUANTITY OF TIN RAISED.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—In reply to the letter of "A Tin Miner" of the 25th instant, in your Journal of last week, I beg to inform him that his statement of the quantities of tin raised in the counties of Cornwall and Devon for the last three years, which appeared in the Journal of the 12th instant, is incorrect. "Gryll's Mining Sheet" does not show the last official year of correct account, and if any one takes their data from it, they must be in error—which is the case with "A Tin Miner." I have never seen any account published by Mr. Carne, which "A Tin Miner" asserts, respecting the proportion of private sales, and if that gentleman should have stated anything to "A Tin Miner" of the kind, he must have misunderstood what Mr. C. meant, as it is impossible that it can be as "A Tin Miner" would have it. I challenge him to point out any material error in my statement, and am ready to answer any questions which he may put respecting it.

I am, Sir, your obedient servant,

J. J.

[We are obliged to "J. J." as will be our readers, for the information afforded by his note. We have referred to "Gryll's Mining Sheet," and also to the quarterly returns, which appeared in our Journal of the respective dates of 11th of November, 1837, 27th January, 1839, 20th April, and 28th July, of the same year—the returns given having been furnished by W. J. Henwood, Esq., the officer of the Duchy of Cornwall. On reference to the former, it appears that the returns are given as 29,371 blocks, or 5130 tons, while the quarterly official returns are as follow:—First quarter (March), 1837, 7768 blocks—second quarter, 7053—third quarter, 7729 and fourth quarter, 7609—making a total of 30,159 blocks, or a difference of 830 blocks; the quarterly returns being found to agree with the statement of our correspondent, in his letter of the 16th ult., which, taken at 5 cwt. 2 qrs. 5 lbs., will give 5385 tons white tin, or a difference in weight of 355 tons. The returns of "J. J." for Wheal Vor colliage, is assumed, for the twelve months ending Midsummer, 1839, at 2617 blocks, while, in "Gryll's Mining Sheet," it appears as 2669. With respect to the quarterly returns, we must

like them to be correct; and as a variance exists between those adopted by "A Tin Miner" and "J. J."—the latter taken from official documents, and the former from "Gryll's Mining Sheet," we are glad thus to be able to direct attention to the difference which exists, and to afford such explanation as appears to us to be necessary.

## FREE SMELTING VERSUS PRIVATE INTERESTS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—Mr. Vigers declines a correspondence with an anonymous writer—be it so. I can have no possible objection to it, nor will I attempt to deprive him of any merit that such a reason for his silence may confer upon him. Let the public decide the point; they can fully appreciate the motives for such a determination, and will, doubtless, give him credit for having, in this instance, at least, acted wisely, as,

"He that fights and runs away,  
May live to fight another day."

His place is, however, supplied by a substitute, in "A Tin Miner," who has adopted his mode of reasoning, and reiterated some of his fallacies. You expressed a belief that I would correct him if he were in error—I will try what I can do towards it. Probably he, too, may have an objection to correspond with an anonymous writer, after he has read my observations upon his figures and reasonings; but this will very much depend upon what kind of reply he may be able to give.

"A Tin Miner," in redeeming his promise to supply some facts relative to the production and consumption of tin, very properly observed, that it was necessary to "get a sure foundation to build upon, or the superstructure will be worse than useless." But a sure foundation will be of very little benefit if the materials of which the superstructure is composed be not good also; and that his are not of the best description, is very evident from your own remark—that "the figures must be considered, in some respects, as assumed." Nor is this all—he has omitted some of the corner stones, without which it is impossible that his beautiful building can stand.

To drop metaphor, and come to facts, I would beg to say, that "A Tin Miner" has, in my opinion, drawn rather too largely upon the credulity of the public, by assuming that such a mode of calculating the annual quantity of tin produced, as that he has adopted, will be considered as a satisfactory statement with which to contradict facts. Such statements may serve the purpose when addressed to a meeting of persons predetermined to believe all that might be advanced in support of their own prejudiced views—but they will be met in a very way, and fail to convince a disinterested public, when put into circulation through the medium of a newspaper.

"A Tin Miner" commenced with a good foundation, certainly, having obtained the produce for the twelve months ending June, 1839, from a source that must be correct—that is, from the statement of the quantity coined; but, in order to arrive at the produce of the years 1839 and 1840, he was obliged to assume a data that may, or may not, be correct.

He tells us that Mr. Carne has stated that the proportion of private sales to the public ones is as eighteen to fifty. Now, it can hardly be believed that Mr. Carne stated those proportions as being the same in every year, because the very elements of the calculation are liable to constant change and fluctuation. I know, from indisputable authority, that such was not his meaning, and, therefore, the mode of calculating the annual produce adopted by "A Tin Miner" is fallacious.

In his great anxiety to redeem his promise, "A Tin Miner" has overlooked one trifling circumstance, and has omitted the produce of a concern, which, I believe, will be found to alter his results, and to place the whole matter in a different light from that in which he left it. In his calculations he included the public and private sales, according to the proportion stated by Mr. Carne, but it so happens that the produce from Wheal Vor is neither sold in public nor in private, but is omitted on the mine; and as Mr. Carne's calculations of private sales had only a reference to ore carried to the smelting-houses to be sold, it could not include Wheal Vor—consequently, "A Tin Miner" has omitted it altogether. This, I think, will make a great difference to the annual produce. I will make up the deficiency by adding the produce of Wheal Vor to his statement of the annual produce, at first, and then give it in a different way.

"A Tin Miner's" statement for the twelve months, to end of June, 1839, is no doubt correct, as being:

He states the quantity for twelve months, ending June, 1839, 4981

To which I must take the liberty of adding the produce of Wheal Vor for that period:—

His quantity for twelve months, 1839 4981

Wheal Vor produce, 589 5570 tons

I will now give you a correct statement, or nearly so, of what the quantity produced really was, but I must take it for each twelve months, from December to December, and not from June to June, and my reason for it is, that it will enable me the more correctly to compare it with Mr. Carne's produce, in the statistical statement furnished by him some time since, and from which "A Tin Miner" has derived his statement of averages, in reference to produce and consumption.

My information is derived from the only correct source from which it could come—that is, by correct returns from all the purchasers (including the produce of Wheal Vor), except from Mr. Vigers, who has not been applied to. It is well known, however, what the quantity purchased by him at the ticketings has been, and that quantity only is included in the following statement, leaving out of the mine; and as Mr. Carne's calculations of private sales had only a reference to ore carried to the smelting-houses to be sold, it could not include Wheal Vor—consequently, "A Tin Miner" has omitted it altogether.

Mr. Carne, in his statistical account, stated the quantity produced for the twelve months ending December, 1837, to be:

The quantity produced by the different smelting-houses, including Wh. Vor, for twelve months, ending Dec., 1838, was 5449

Mr. Vigers's purchases about 145 5594 tons

The quantity for 1839 was 5799

Purchased by Mr. Vigers, about 180 5979 tons

Thus much for the correctness of "A Tin Miner's" statement of the produce, and so much for his assertion, that there has been a decrease in the produce from the mines since 1838.

He then pretends to throw great light upon the subject, and, for the purpose of enabling your correspondents to come to a sound opinion, he produces a statement of the average exportation and consumption for certain periods—embracing a period of seven years—from 1832 to 1837, as compared with the ten years previous, and dividing and subdividing his term of years just as fluctuations may, have taken place, but, I honestly confess, I cannot comprehend the object he had in view by the mine; and as Mr. Carne's calculations of private sales had only a reference to ore carried to the smelting-houses to be sold, it could not include Wheal Vor—consequently, "A Tin Miner" has omitted it altogether.

It is true that, in two instances, there do appear a little glimmer, as if light would pierce the darkness, as he said that he brought forward the statement of averages "to prevent any assertion of the produce having kept pace with the consumption;" and, also, that "by a reference to prices obtained three years since, with a reduced export trade, the present price of tin is 19 per cent. less than at that period." Or, in other words, now that the export has greatly increased, and, consequently, the home market is thereby relieved, the price of tin should have advanced instead of retreating.

That the statistical account furnished by Mr. Carne, in which he showed the comparative produce, export, home consumption, price, &c., was well calculated to suit the purpose intended by its production, no person can question; but what each periodical comparison can have to do with the question as to whether the price of tin in 1839 is too high or too low, I believe it would puzzle even a conjuror to point out. Every item included in the averages there referred to is liable to constant fluctuation—the annual produce, the annual export, the annual consumption, the average annual price—each being greatly dependent upon the other, and all being greatly influenced by the state of trade and the demand for tin.

To place this in a more clear point of view, and to get rid of the objections to which I have referred, so being applicable to such statistical calculations and reasonings, they are so nothing more, I beg to furnish the following statement of annual facts, which is so plain, that it will require no explanation to enable any person to understand it.

Statement of the annual produce, export, and quantity left for home consumption, for the nine years commencing with 1831, with the average price for each year:—

Years.	Produce.	Exported.	Left on hand.	Price.
Tons.	Tons.	Tons.	Tons.	s. d.

1831 4981 1000 3981 78 6 per cwt.

1832 5233 1059 4174 79 0 "

1833 5405 1049 4356 79 9 "

1834 5599 1154 4445 78 0 "

1835 5729 1200 4529 81 4 "

1836 5834 1254 4580 80 8 "

1837 5994 1354 4640 80 0 "

1838 6287 1424 4863 82 0 "

1839 6494 1460 5034 82 0 "

"A Tin Miner" tells us that the falling off in the export for the first seven years, included in the above statement, when compared with the seven years preceding it, may be accounted for as having been caused by the reduction in the quantity produced in that period; but it will be seen at once that the increase in the price of the article was the cause of the falling off in the foreign demand.

It will also be seen that the quantity left for home consumption, in the two years of 1832 and 1839, has increased very considerably when compared with that of three years since, when the price was high, notwithstanding the great increase that has again taken place in the export; and it is clearly proved that the increase in the export has gone on with the decrease in the price.

I have just readers to compare the above statement with that put forward by "A Tin Miner," and I have not the least fear as to what will be the result. They will be well able to understand what his statements are worth, and also come to a sound understanding as to whether the "present ruinous price" are the result of falling prices, and a consequent fall in the price of tin, or whether the increase in the price, and the falling off in the demand, is to have no influence upon the price of the article. He takes no ground that all the tin not exported is consumed in this country; but such has not been the case lately—an extra accumulation of some blocks having taken place in the twelve months ending June 1st.

Here I take my leave of "A Tin Miner," and leave him to make such use of the information I have now given him as may best suit him.

I have now another substitute to contend with, who styles himself "E."—whom I refer, you say, in a reply, in part, to mine. I have read it attentively, and, instead of its being a reply, it is a most decided and malicious misstatement, with the addition of a little coloring, which I most decidedly intend to render more barbarous with the truth of the contents.

I would, however, first call your attention to the fact, that my first letter was written in reply to a statement put forward by yourself, purporting to be the particulars of what took place at the Charlestown meeting; and also, in your note to my letter, positively acknowledged yourself wrong in some instances, and indirectly in all. My letter was a plain, simple statement of truth—and has "E." contradicted any one of them? We shall see in the sequel.

I perfectly agree in the recommendations of both yourself and "E." that personalities should be avoided; but you must excuse me when I say, that such a recommendation sounds very odd when it comes from parties whose writings and







did not amount to 100,000, whereas, the total expenditure up to that time amounted to 49,600, 10s. 11d.

Again he states—"In fact, before any clear profits from the four mines were made, 18,000, (without taking into account the interest of money laid out during a period exceeding ten years) had been expended and returned. So much for the 200,000, 10s. 11d. which was expended on the Cornish mines."

What is the impression intended to be conveyed to the public by all this? Is it not that Mr. Trevelyan had spent 49,600, 10s. 11d. in opening the mines up to 1822, and 18,000, 10s. 11d. afterwards in bringing them into profitable working? Why otherwise state these sums in the gross? Why not state, as I have done, how much the incomes were less than the outgoings? If these large sums were spent on the mines, they were got from the mines, and not from Mr. Trevelyan's or the adventurers' pockets, all but the small balances which I have stated.

Mr. Trevelyan, in March, 1830, committed himself to a statement, signed and published by the partner of the mines, that the Porthcovey Consols were progressively and steadily increasing in wealth and stability; and yet, in the year after, the produce of the mines fell short of the former year nearly 25,000, 10s. Doubtless, it would be very convenient to get out of this, by alleging a depression of the standard, owing to the import of ores. This I have effectually prevented his doing, by a statement of the sales of the ores from these mines, since their commencement in 1822. I do entertain an opinion that the Cornish mines, when rich, are generally worked with too little provision for a permanent, and that many a mine has been killed by the profits divided. I do, and do, apply that observation to the Porthcovey Consols, upon their own published statements. I had a right to do this; Mr. Trevelyan's reference to the working and profits of his mines, as elucidating this question, was a challenge to do it.

But if I wanted a strong example of what I consider an improvident, nay, a prodigal dividend, I have it in Mr. Trevelyan's letter now before me. He positively states, as a boast, that although the result of 1830 was so much inferior to 1829, about 19,000, 10s. value of ores being sold, they made that year a larger dividend than in 1829—that is, they divided about 7,000, 10s. And this when the mines were notoriously poor, and the quality of the ores falling off, as any one may see who has the produce of the ticketings. Where was the fear of the effect of foreign ores, when the reserve of the mine was so boldly drawn on? Where the love for the poor miner, whose rate of wages was reduced, whilst his food, owing to the Corn Laws, was worse and dearer?

Who best supports mining in Cornwall?—Mr. Trevelyan, who represents foreign mines as inexhaustible, both as to quantity and quality, and the competition with them, by the Cornish mines, as hopeless, or, I who show how all foreign mines have succeeded, what vast sums have been squandered in them, how many individuals they have ruined, how great their disadvantages are, how much the richness of their ores is the result of selection, causing huge piles of rich halveans, and that a good Cornish mine is beyond comparison the better investment? Look at the Bolivar Mines! Look at the ruinous results of mining in Chili! Look even at the Cobbe Mines, whose ores were stated at their last meeting to cost 12s. per ton laid down at Swansea. That, indeed, is a fearful cost, to bear up against, when 20 per cent. produce has been fetched only 12s.

Will it deter people from mining in Cornwall to state that the capital invested in the great Trevelyan Mine did not exceed 10,000, 10s. Or will it promote mining abroad to state that the capital of the Cobbe Company is 480,000, 10s. Surely, the greater the returns in proportion to the capital, the greater the encouragement to try the investment.

And now I have done. I might notice, if I had space, several minor matters, such as the sale of the stock of the Crown Copper Company at the Swansea ticketings, in 1830, accounting for the apparent difference in the Welsh and Irish ore sold there in 1830; also, that the large portion of the decrease in the Cornish ticketings in 1830, attributable to the adjustment of the differences at the Consols; in 1830, is matter of regret, when we reflect how much, how very much, depends on the permanency of those great mines.

#### SIR CHARLES LEMON'S MINING SCHOOL.

At the annual meeting of the Society for Promoting Christian Knowledge, held in Exeter last week, the Bishop of Exeter, who presided on the occasion, after stating to the meeting the munificent offer of Sir Charles Lemon, said "This instance of unbounded liberality is peculiarly gratifying to me. It reminds me of olden times, when a wealthy laity, stepped forward, and, by the munificence of their gifts, contributed to found, and uphold the churches and those establishments in which learning was fostered, and education carried on. I do not say that this was done for the purpose of immortalising their names; I do not think this was the case. The object they had in view was of a far higher and nobler description. But this effort ever must result from such conduct, as, in the gratitude of their country, the names of all who become benefactors to mankind in this way, will be immortalised. It is not my intention to enlarge on this communication. In the main I cordially agree with it, and in carrying out the plan, I hope it will be stripped of all difficulty. I hope, too, it will be the means of smoothing down those difficulties that have stood in the way of a more cordial union in all works of this nature between ourselves and dissenters. As far as concerns myself, I enter into the views of the hon. baronet, and shall be most anxious to give every assistance in my power to his wishes in this respect."

**PRESENCE OF ARSENIC IN TIN.**—The greater number of the tins of commerce contain arsenic. I have found none, except the tin of Banca, and an English tin in lumps, which are exempt from it. The method of Marsh is perfectly adapted to show its presence. Dissolve from one half to one drachm of tin in concentrated hydrochloric acid, with heat, in a small glass bottle. Hydrogen gas escapes, which will not inflame immediately on account of the vapour of water and acid with which it is mixed. Collect it in a tube filled with water, and furnished with a stop cock, or otherwise connected with a pointed tube. Inflame the gas, and let the burning jet play against a piece of cold porcelain—the arsenic, if any be present, will be deposited, as it is well known, in the form of a black shining coating.—*M. Wohler: Annales des Mines.*

**SULPHUR.**—We learn from letters, dated Marsilles, Sept. 25, that this article continues in favour, and a great deal of business has been done at an average advance of 60c. per 100 kilograms; 83,000 kilograms of Rimini prime quality have fetched 24s. 26c. per 100 kilograms, duty paid; 140,000 kilograms, Sicilian, 2d quality, 22s. 98c.; 60,000 rather inferior, 22s. 67c.; and prime quality, 23s. 90c. for 100 kilograms.

**BARYTES.**—In the midst of the sublime and romantic scenery of the Glen of Sannox, Arran, and on the edge of a precipitous rivulet of the same name, has been discovered a rich vein of barytes. Last year a manufactory for the article was erected on the spot. The quarry is about 100 yards up the rivulet, whence the ore is brought to the manufactory on a wooden railway. The ore is first washed from any mixture of earth by means of a stream formed by some rude stones placed across a waterfall, and it is then ground into a fine pulp. It is afterwards put into square wooden frames, where it is again well washed, when it is removed to the boilers, where, being mixed with sulphuric acid, it is boiled with steam, and the ferruginous scum which arises in the process is carefully removed. It is then run off into troughs, and dried in a drying-house kept at a high temperature, till it becomes so solid that it can be cut into an oblong brick form. It is then removed into a cooler house, where it is dried thoroughly, when it is ready for packing into barrels or removed to the drying house to be dried to any shade which may be desired. The machinery erected for the manufactory cost upwards of 3000l., and with its aid ten workmen are enabled to turn out four tons of prepared barytes daily. This material is now extensively used instead of white lead to form the body of paints, and for many purposes is preferable.—*Kilmarnock Chronicle.*

—We doubt very much whether the consumer will concur in the opinion expressed by the Editor of the *Kilmarnock Chronicle*, that this article is preferable to white lead. We know that the quality of white lead is, in many instances, greatly deteriorated by mixing with it barytes; that it is considered preferable, if we must say, a novel idea. We do not find that the white lead manufacturers are either ready to admit the mixture, the proportions, or make any reduction in the price. The editor might as well talk of chalk and water in milk, or potatoes and bone dust in bread, as being preferable.

**CONTINENTAL RAILWAYS.**—The prolongation of the Strasburg and Basle Railroad as far as Zurich is about to be undertaken. At a recent general meeting of the shareholders, it was resolved that it should be immediately commenced with the section from Zurich to Baden, for which all the preliminary preparations are made. The company has already obtained from the Government of Zurich the necessary concession and expropriation of that part which is within the Canton, and it expects to receive the same grants from the other Cantons through which the road is to run.—*French paper.*

**STEAM NAVIGATION.**—A contract has been granted to a gentleman of London for the exclusive navigation of steamers up the River Amazon, and all its tributaries, for a term of forty years; the same gentleman being in active negotiation for the establishment of a line of steam navigation between England and Brazil.

**MINING ACCIDENTS.**—A boy, named Murray (aged eight years) lost his life whilst descending the Countess coal pit, at Whitehaven. The basket having made a halt at what is called the eye of the shaft, the poor fellow, thinking he was at the bottom, it is supposed, stepped out, and fell a distance of sixty fathoms.—As the men were at work in one of the pits at Mr. J. Bennett's coal works, Brampton Moor, the roof gave way, and fell upon William Hodkin, causing his immediate death.

**SINGULAR ACCIDENT.**—One day last week a horse was standing in Lofton Quarry, on the Devonshire side of the River Tamar, when an explosion took place in Lawthorn Quarry, on the Cornish side of the river, and a stone was blown across, which struck the horse with such violence as to break three of its ribs, and cause its instant death. A man standing by the side of the horse, escaped unhurt.

#### PROGRESSIVE INCREASE OF TRAFFIC ON RAILWAYS.

(From Baron C. Dupin's "Report on the Paris and Orleans Railway.")

Experience has proved, both in France and abroad, that, in a short space of time, the facility, expedition, and economy afforded by railways, more than doubles the number of passengers and the quantity of merchandise. In order to support such statements, we will quote the following facts relative to the railways of Belgium, England, and Scotland, in positions of extreme difference, and giving rise to a variation in the returns, which far exceeded all anticipation.

Comparison of the number of travellers conveyed daily throughout the whole or a portion of the line:—

Railways.	Before the Establishment.	After the Establishment.
Manchester and Liverpool	400	1000
Stockton and Darlington	100	600
Newcastle and Carlisle	50	300
Arbroath and Forfar	20	200
Brecon and Abergavenny	200	1000

Increase of the number of passengers by the establishment of a railway:—

Railways.	Before the Establishment.	After the Establishment.
Liverpool and Manchester	300	300 per cent.
Stockton and Darlington	300	300
Newcastle and Carlisle	455	455
Arbroath and Forfar	300	300
Brecon and Abergavenny	1400	1400

Thus, even taking as a criterion the road on which the proportional increase is least of all, we still find that the number of passengers will increase, not only 100 but 300 per cent. The transport of merchandise will experience a similarly rapid increase. We may judge of this by the progress which has been made in the conveyance of merchandise in French steam vessels—conveyance of much greater expense than by railway.

Progress in the conveyance of merchandise by railway compared to that of passengers:—

Years.	Passengers.	Tons.
1834	924,000	30,000
1835	1,246,552	101,501
1836	1,535,109	127,400

Thus, while the number of passengers has increased 60 per cent. in four years, in the same time the quantity of goods increased 1100 per cent.

#### NEW PATENTS FOR SEPTEMBER.

Paul Hannine, solicitor, Clement's Lane, London, for improvements in the construction of governors or regulators applicable to steam-engines, and to other engines used for obtaining motive power—being a communication.

Charles Delbruck, gentleman, Oxford-street, for improvements in apparatus for applying combustible gas to the purposes of heat—being a communication.

Henry Houldsworth, cotton spinner, Manchester, for an improvement in carriages used for the conveyance of passengers on railways, and an improved seat applicable to such carriages and other purposes.

Hugh Lee Pattinson, manufacturing chemist, Bensham Grove, Durham, for improvements in the manufacture of white lead.

George Alexander Gilbert, gentleman, Southampton-buildings, for certain improvements in machinery or apparatus for obtaining and applying motive power.

James Pilbrow, engineer, Tottenham, for certain improvements in steam-engines.

Henry Fourdrinier and Edward Newman Fourdrinier, paper makers, Hanley, Staffordshire, for certain improvements in steam-engines for actuating machinery, and in apparatus for propelling ships and other vessels on water.

Walter Richardson, gentleman, Regent-street, and George Mott Heathwaite, gentleman, Manor-street, Chelsea, for improvements in tinning metals.

William Mill, engineer, Blackfriars-road, for certain improvements in propellers, and in steam-engines, and in the method of ascertaining and measuring steam-power—parts of which improvements are applicable to other useful purposes.

Thomas Pain, jun., student-at-law, Upper Seymour-street, Easton-square, for a plan by means of which carriages may be propelled by atmospheric pressure only, without the assistance of any other power—being an improvement upon the atmospheric railway now in use.

John Maughan, gentleman, Connaught-terrace, Edgeware-road, for certain improvements in the construction of wheeled carriages.

Henry Pinkus, Esq., Pantons-square, Coventry-street, for improvements in the method of applying motive power to the impelling of machinery, applicable, amongst other things, to impelling carriages on railways, on common roads or ways, and through fields, and vessels afloat, and in the methods of constructing the roads or ways on which carriages may be impelled or propelled.

**FRENCH STEAM-ENGINE FACTORY.**—The *Armature de Brest*, in giving an account of the Government steam-engine manufactory of Indret, says in its present condition it can only turn out three engines of 160 to 220 horse-power per annum, but that Government wishes to increase it, so as to enable it to make annually twelve engines of 450 horse-power each. The sum allotted to this establishment last year by Government was 700,000l., but it has now been carried up to 2,000,000l. Six slips for building steamers are attached to the establishment; and a war-steamer, the *Gassendi*, of 220 horse-power, is at present building here.—*Galignani's Messenger.*

**DUBLIN AND DROGHEDA RAILWAY.**—This undertaking is now fairly launched. A contract for about four miles near Dublin was taken last week. Another contract will be advertised immediately, to connect Mahable with the portion already let. The next contract will be the Drogheda division, which is now being prepared for completion by a resident engineer.—*Drogheda Argus.*

#### SALE OF COPPER ORES AT POOL.

Sampled Sept. 16, and Sold at Serpell's Hotel, Pool, Oct. 1.

Mine	Tons	Price	Purchaser	Mine	Tons	Price	Purchaser		
		£ s. d.				£ s. d.			
McCroft 111	2	3	P. Grenfell	Trefail	28	4	4	Neill & Co.	
ditto 93	4	7	6	Vivians	Fewer C. 1, 2	2	16	6	Vivians
ditto 94	7	3	0	Neill & Co.	ditto 161	1	12	6	—
ditto 99	1	16	6	Vivians	Francis's ore 39	1	18	0	Freemans
ditto 85	4	18	6	P. Grenfell	ditto 45	4	11	6	Mines Royal
ditto 73	3	6	0	—	ditto 39	2	14	0	Freemans
ditto 67	4	18	6	—	GLW Char. 99	4	16	4	Neill & Co.
ditto 56	4	6	6	—	ditto 6	2	8	0	Vivians
ditto 51	2	5	0	Vivians	ditto 15	8	7	6	—
ditto 49	1	0	0	Williams	Trefail 78	4	16	6	P. Grenfell
ditto 29	1	1	0	Williams	ditto 71	2	10	0	—
Longwood 93	5	6	0	P. Grenfell	Mth. Bassett 66	9	0	0	Williams
East Pool 117	6	11	6	Freemans	ditto 57	4	10	0	—
ditto 99	5	13	0	Vivians	ditto 7	5	16	6	Mines Royal
ditto 51	19	0	0	Mines Royal	Stray Park 56	7	11	6	Williams
ditto 49	4	5	0	P. Grenfell	ditto 45	5	10	6	P. Grenfell
Unit H. 49	4	4	0	Mines Royal	ditto 34	5	6	—	—
ditto 46	4	7	0	Vivians	W. Harriet 27	5	0	0	Williams
ditto 39	4	7	0	—	ditto 21	3	0	—	—
ditto 37	11	5	0	Mines Royal	ditto 19	7	4	0	—
ditto 28	4	14	0	English Co.	Carlisle 39	7	4	0	Freemans
ditto 26	3	2	0	Vivians	ditto 14	2	5	6	Freemans
Belcoath 78	5	9	0	P. Grenfell	ditto 13	8	14	6	Mines Royal
ditto 67	3	0	0	Vivians	West Jewell 73	8	0	0	Williams
ditto 65	8	11	6	Neill & Co.	ditto 65	15	4	0	Mines Royal
ditto 26	2	3	0	—	Trefail C. 65	3	2	0	Williams
Trefail 78	9	14	6	Williams	Cadder 22	2	10	0	P. Grenfell
ditto 62	4	9	6	Neill & Co.	ditto 20	6	10	6	—
ditto 42	6	16	6	—	W. Sparrow 18	5	10	0	Williams

#### TOTAL PRODUCE.

Trefail 140	4555	0	0
South Wh. Bessel 145	1045	15	0
Stray Park 128	1000	15	0
West Harriet 80	55	11	0
Carlisle 80	484	1	6
West Wh. Jewell 61	725	17	6
Trefail Consols 60	221	6	0
Cuddia 42	62	10	0
Wh. Sparrow 18	100	10	0

Average standard, 120l. 10s.—Average produce, 43l.—Average price, 5s. 7s. 6d.—Quantity of ore, 2200 tons.—Quantity of ore copper, 220 tons.—Average value of money, 17,225l. 10s. 6d.—Average standard of metal sold, 120l. 10s.—Average produce, 74.

Copper ore for sale on Thursday next, at Andrew's Hotel, Redruth.—Mines and Partials.—Carn Brea Mines, 701; Wheel Proper, 80; 301; Wheel Darlington, 270; Porthcovey Consols, 331; Wheel Vian, 339; Wheel Trevelyan, 313; Trevelyan, 167; Leland, 180; Wheel Unity Wood, 141; Wheel Providence, 60; Part Consols, 70; Wheel Speed, 74; Wheel Unity, 55; Wheel Mearns, 67; Blackall, 64; Trevelyan Consols, 37; Cuddia's Ore, 21; Wheel Unity, 20.—Total, 2200 tons.

NO SALE on the Friday week, October 15.

#### SALE OF BLACK TIN.

By Tuckett, on the 26th of September, at Trevelyan Mine.

Mine.	Tons.	Price.	Amount.	Purchaser.	
Agla .....	7	430 10 0	3010 0 0	Billiton & Co.	85

#### SALE OF COPPER ORES AT SWANSEA.

Copper ore for sale October 7th.—Carn 141, ditto 60, ditto 40, ditto 64, ditto 10, ditto 4—Enoch's mine, 24, ditto 12, ditto 14, ditto 16, ditto 18, ditto 20, ditto 22, ditto 24, ditto 26, ditto 28, ditto 30, ditto 32, ditto 34, ditto 36, ditto 38, ditto 40, ditto 42, ditto 44, ditto 46, ditto 48, ditto 50, ditto 52, ditto 54, ditto 56, ditto 58, ditto 60, ditto 62, ditto 64, ditto 66, ditto 68, ditto 70, ditto 72, ditto 74, ditto 76, ditto 78, ditto 80, ditto 82, ditto 84, ditto 86, ditto 88, ditto 90, ditto 92, ditto 94, ditto 96, ditto 98, ditto 100.—Total, 2210.

**New Locomotive.**—Mr. E. Rudge, of Tewkesbury, has obtained a patent for a new method or methods of obtaining motive power for locomotive and other purposes, and of applying the same. These improvements are for the construction and application of a new form of atmospheric engine, which may consist of two, three, or more open topped cylinders, placed either vertically or horizontally, the piston rods of which are connected with two or three throw cranks. The air below each piston in the cylinder is condensed by a jet of steam, when the preponderating influence of the atmosphere on the external surface of the several pistons produces the available power. The cylinders are lubricated by means of a small funnel on the top of the piston rod, whence the oil flows into a hollow space within the rod, and thence into a groove turned in the piston. In order to gain a reserve of power, for any particular purpose, a large cylindrical receiver is filled by a condensing air-pump placed on either side, and connected with the main shaft of the engine; thus when the carriage is descending a hill, the air-pumps will compress the air into the large cylinders, which again will supply the air for working the pistons while ascending a hill.—*Gloucestershire Chronicle.*

#### PURCHASES OF COPPER ORES AT TRURO,

SEPTEMBER 24.

Purchasers.	Mines.	Tons.	Total.	Price.	Per Tonne.	Total amount.
				£ s. d.	£ s. d.	£ s. d.
MINES ROYAL	Consolid. Mines	2	31	17	0	531 0
1. Co.	Wheat Eilen	21	6	3	6	129 18
—	Wheat Leads	31	5	14	6	177 9
2. VIVIAN and	Consolid. Mines	40	54	3	7	202 10
SONS.	—	48	—	3 10	6	324 3
—	—	14	—	4	4	58 16
—	Hallenbeagle	70	—	4	8	288 0
—	—	20	—	3	1	91 10
—	Trefavan	32	—	4 16	0	249 12
—	—	27	—	2 16	0	75 12
—	United Mines	10	—	4	8	45 7
—	—	86	—	4	6	378 8
—	Wheat Eilen	30	—	3	6	250 18
—	—	70	—	3	14	269 0
—	Godolphin	30	—	2 15	6	138 15
—	Wheat Leads	30	—	1 15	0	30 0
3. FREEMAN	Trefavan	30	718	3	9	278 15
and Co.	—	20	—	3	9	432 10
—	Wheat Eilen	30	—	4	4	334 15
—	Fowey Consols.	102	—	7	0	714 0
—	Godolphin	10	—	6	6	189 10
—	—	44	—	8	8	364 2
—	Wheat Perran	35	—	4 15	0	157 11
—	—	27	—	3	6	89 2
4. GREENFIELD	Wheat Perran	—	4004	8	11	6
and SONS.	—	—	14	7	5	296 1
5. CROWN Co.	Consolid. Mines	34	—	9 12	0	334 15
—	Trefavan	3	—	5	7	431 10
6. SIMS, WILL-	Hallenbeagle	90	123	2	1	176 6
VANS, NEILL,	Godolphin	20	—	6	8	189 10
and Co.	—	—	113	—	—	—
7. WILLIAMS	Consolid. Mines	26	—	0	4	764 7
and Co.	—	34	—	0	8	668 4
—	—	80	—	4	0	387 0
—	—	10	—	7	5	240 1
—	—	26	—	8 10	0	476 8
—	—	25	—	4 10	0	367 10
—	—	23	—	8 14	0	611 6
—	—	7	—	5	1	363 12
—	—	70	—	8	3	370 10
—	—	34	—	9 12	0	254 18
—	—	66	—	5 16	0	369 8
—	Hallenbeagle	70	—	4	8	308 0
—	—	63	—	7 13	0	481 10
—	—	48	—	4 13	0	228 0
—	Trefavan	30	—	8	7	431 13
—	—	63	—	8	9	373 11
—	United Mines	10	—	8 11	0	709 13
—	Fowey Consols.	10	—	6	0	694 12
—	Godolphin	44	—	5	0	229 0
			1541			8818 1
			2789			10444 9



## JOINT STOCK BANKS

No. of Shares.	NAME OF COMPANY.	Amount paid up.	Price.	Value.	Notes.
25,000	Agric. & Com. of Irel.	25	10	..	Jan.
10,000	Australasia	40	40	61	8
5,000	India (New)	40	40	61	8
10,000	Birmingham Bank.	50	10	20	10
500,000	British Lincol. Co.	50	10	20	10
20,000	British North Amer.	50	40	37	6
100,000	Commercial Engl.	100	3	24	7
	Commercial London	100	100	100	
20,000	Colonial	100	25	37	7
5,000	Devon and Cornwall	100	25	43	8
3,000	Equitable Loan Co.	..	9	10	..
10,000	Gloucestershire	50	10	30	10
10,000	Hampshire	50	5	9	10
10,000	Hibernian	100	25	21	4
4,000	Ionian State	25	5	3	10
50,000	London & Westminster	100	20	22	6
3,000	Lancaster	100	20	..	10
25,000	Liverpool	100	124	21	10
60,000	London Joint Stock Co.	50	10	12	5
40,000	London & County	50	10	9	5
50,000	Manch. & Liver. Dis.	100	13	114	74
20,000	Manchester	100	25	27	..
20,000	Manch. & Glamorg.	20	10	16	10
21,560	Northland	20	10	16	10

20,000	North & South Wales	20	5	10	6	—
20,000	Natl. Bank of Ireland	20	12	6	5	Ann

10,000	Nat. Provincial Eng.	100	25	264	6	Jan.
10,000	Ditto New	20	10	41	—	—
80,000	Nor & Cent. B. of Eng.	10	10	8	5	Dec.
10,000	North Wilts.	25	5	102	7	—
20,000	Prov. Bk. of Ireland	100	25	43	8	July
4,000	Ditto New	10	10	18	—	—
60,000	Union B. of London	50	5	54	8	—
10,000	Union of Australia	25	20	29	18	July
10,000	Ditto New	25	5	91	—	—

20,000	W. Eng. & S.W. Dis.	20	12	12	3
20,000	Wilts and Dorset ..	15	8	8	6

GAS LIGHT AND COKE COMPANIES			
10,000 Alliance	10	3	7
2,500 Bath	20	16	Sept.
600 Bradford	25	25	10
5,000 British	40	18	189
5,000 Do. Provincial	20	19	23
2,928 Birmingham	77	77	96
2,400 Birn. & Staffordshire	50	50	77
500 Bolton	50	50	7
4,250 Bristol	20	20	4
2,250 Brighton	20	20	14
2,471 Brighton, General	20	20	9
363 Carlisle	25		
4,000 Continental Consolidat.	50	62	108
7,000 Do. New	50	12	204
2,400 Canterbury	50	50	6
200 Chester	50	50	42
200 Cheltenham	50	50	4
1,000 City of London	100	100	10
1,000 Do. New	100	73	150
200 Coventry	25	25	2
200 Derby	50	50	
180 Dover	50	50	
600 Dudley	20	20	17
4,200 Edinburgh Coal Gas	25	25	
4,400 Equitable	50	50	19
5,000 European	20	15	12
4,650 Glasgow	25	25	34
10,000 Greenwich Railw. Gas		1	
0,000 Imperial	50	50	54

1,200 Ipswich .....	10			
1,000 Isle of Wight .....	10			

2,350	Independent.....	30	30	50	6	Oct.
240	Leicester.....	50	50	—	—	—
750	Leith Coal Gas.....	20	20	20	—	—
500	Liverpool.....	242	242	75	17	—
	Do. N. Gas and Coke	100	100	97	—	—
	Do. New Do.....	—	60	—	—	—
200	Maldstone.....	50	50	100	10	Feb.
900	Phoenix.....	50	39	36	4	June
379	Portsea.....	—	53	—	—	—
304	Poplar.....	50	50	—	—	—
1,000	Ratcliff.....	100	80	63	5	Sept.
480	Rochdale.....	—	15	—	—	—

1,000 South Metropolitan ..	50	22	..	4	July
1,600 Sheffield ..		16			

100	Shrewsbury	10	—	—
120	Swansea	50	50	—
200	United General	50	47	Oct.
240	Warwick	50	50	Jan.
400	Wakefield	25	25	1 Oct.
750	Warrington	20	20	Jan.
1,000	Westminster Chartered	50	50	Dec.
1,000	Ditto New	50	10	11 Dec.
200	Worthing	50	50	Aug.
800	Yarmouth	—	—	—

**DOCKS.**

0,365 Commercial.....	100	100	65	3	July
East and West India					
Stock.....	100	100	100	6	Jan.
1,038 East Country.....	100	100	10	—	—
258,316 5% 10 London, Sta			64	3	Dec.
Ditto Bonds.....			100	4	—
2,208 Bristol.....	147	147	742	4	Oct.
3,244 Ditto.....				5	Nov.
475 Poikstone Harbour	50	50		—	—
15,000 Ditto Bonds.....				8	—
11,000 Grand Collier Docks	20	1		—	—
352,752 St. Katharine, Stock	100	100	101	5	Jan.
00,000 Ditto Bonds.....				4	Oct.
00,000 Do. Bonds for 10 years				4	Oct.

2,500	Depot Pier	30	8	11	..	—
7,000	Southampton	30	15	6	..	—

BRIDGES.					
600	Hammersmith.....	50	50	72	1 Jan.
231	Southwark w new emb.	63	63	24	11 Dec.
700	Do. New of 74 per cent	50	50	13	19 Feb.
848	Vauxhall.....	70	70	2	19s. Dec.
1000	Do. after 1000	100	100	2	19s. Dec.
000	Do. old Annuities of 80	60	60	294	25s. Feb.
000	Do. new do. of 72.....	40	40	171	19s. Feb.
000	Ditto Bonds.....	—	—	120	2s. Feb.

  

WATER WORKS.					
000	Birmingham.....	25	25	72	10s. —
21	Colchester.....	100	100	—	—
53	East London.....	100	100	176	2 Jan.
000	Glasgow.....	50	50	—	—
000	Grand Junction.....	414	464	664	24 Jan.
000	Edinburgh Joint Stock	25	25	—	—
000	Kent.....	100	100	45	2 Jan.

60 New River Load, Bridge				
Water Appliances	65	74	64	

Manchester & Salford	99	50	26	24	Mar.
Portsea Island	50	50	—	—	—
Portsmouth & Farington	50	50	21	1	—
Ramsgate	10	8	10	—	—
Vauxhall, late St. Lond.	100	100	101	5	Oct.
West Middlesex	601	601	501	41	Dec.

[illegible]

ROADS.						
332 Arrow and Kent Tr.	20	20	2	1	1	27
3rd Barking	100	100	224	14	1	27
4th Commercial	100	100	73	5	1	27

100 Do. East India Dock Bk. 100	100	5	1	1
102 Great Dover Str. ....	70	..	14	1
103 Highgate Archway, ....	100	2	15	..
104 New North Rd. Stock 100	100	..	..	..

**LITERARY INSTITUTIONS.**

London University	2005	1000	0	1000
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